

**Cultural Resources Historic Context Report  
for the U.S. Department of Energy  
Caliente-Yucca Mountain Railroad  
Environmental Impact Statement**

**QA:N/A**



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## **ABBREVIATIONS AND ACRONYMS**

ACEC	Area of Critical Environmental Concern
AGEISS	AGEISS Environmental, Inc.
AIRD	American Indian Resource Document
AIWS	American Indian Writers Subgroup
APE	Area of Potential Effect
BLM	Bureau of Land Management
BP	Before Present
CFR	Code of Federal Regulations
CGTO	Consolidated Group of Tribes and Organizations
DOE	U.S. Department of Energy
EA	Environmental Assessment
EIS	Environmental Impact Statement
FR	Federal Register
Jason	Jason Associates Corporation

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All photographic figures and illustrations included in the report are by the author unless otherwise attributed. The photograph on the cover is of the historic Reveille Mill, first constructed in 1869 and located in Reveille Valley along Common Segment 3 of the proposed DOE Caliente-Yucca Mountain Railroad.

## SUMMARY

The U.S. Department of Energy (DOE) is proposing to construct and operate a rail line from a location at or near Caliente Nevada to a geologic repository at Yucca Mountain, Nye County, Nevada. The rail alignment would be about 320 to 340 miles in length, depending on the alternative alignments selected, and would involve withdrawal of land from the Nevada Bureau of Land Management for a right-of-way.

To support partial preparation of a draft environmental impact statement for the proposed Caliente-Yucca Mountain Railroad, intensive archaeological and historical site file searches were completed for all common segments and alternative alignments. In addition, a concentrated literature review was completed to better understand the cultural history for the rail alignment study area, which was accompanied by making contacts and/or visits to regional museums and repositories to access published and unpublished archival documents, photographs, and maps. The data acquisition methodology involved contacts with and, in many cases, interviews with persons knowledgeable about prehistoric, historic, and ethnographic resources in the vicinity of the study area.

The overall purpose of this endeavor was to establish a cultural resources baseline and to identify historic contexts from which both the spatial and temporal range of prehistoric, historic, and ethnographic resources that are either known or predicted to occur in the study area can be understood. A secondary purpose of the effort was to produce documentation from which the affected environment of the draft environmental impact statement could be drawn and offer a more detailed baseline for interested readers of the environmental impact statement.

The intensive site file searches and literature reviews were undertaken in conjunction with the following separate but complementary effort: (1) a sample oriented field inventory of the rail alignment completed by HRA Conservation Archaeology; (2) evaluation of American Indian resources and issues, undertaken by the American Indian Writers Subgroup of the Yucca Mountain Consolidated Group of Tribes and Organizations; and (3) work by the DOE, Nevada Bureau of Land Management, and the Nevada State Historic Preservation Office to prepare a programmatic agreement that would satisfy requirements of the National Historic Preservation Act. Following up on these efforts, future cultural resources studies will be completed once the rail alignment is finalized that will include intensive field inventories of the right-of-way and appurtenant activity areas and treatment of impacts to significant properties, as needed. In addition, consultation with American Indian tribes and groups and other interested parties would take place throughout the period the cultural resources studies are undertaken.

This report describes a number of historic contexts covering prehistoric and historic American Indian and historic Euroamerican activities and resources that have occurred throughout the study area. Further, a number of ethnographic and historic cultural landscapes are identified for discrete geographic areas that would be transected by the proposed Caliente-Yucca Mountain Railroad. Finally, a number of either previously

recorded or known but unrecorded archaeological and historical resources are discussed, according to the individual common segments or alternative alignments where they are located.



## 1.0 INTRODUCTION

This chapter introduces the Cultural Resources Historic Context Report for the U.S. Department of Energy (DOE) Caliente-Yucca Mountain Railroad Environmental Impact Statement in the following sections:

- 1.1 Background for the Rail Project
- 1.2 Proposed Caliente-Yucca Mountain Railroad
- 1.3 Report Objectives
- 1.4 Relationships to Other documents and Studies
- 1.5 Methodology
- 1.6 Organization of the Report

The information presented in this report comes from existing cultural resources site files, library and museum archives, contacts with knowledgeable persons, published and unpublished literature, and field reconnaissances along the rail alignment. Primary sources for such information and the methodology employed in the acquisition of relevant data are discussed in Section 1.5, methodology.

### 1.1 Background for the Rail Project

The *Nuclear Waste Policy Act* of 1982 acknowledged the federal government's responsibility to provide permanent disposal of the nation's spent nuclear fuel and high-level radioactive waste and initiated a process to select sites for a potential geologic repository. This process ultimately led to the recommendation of Yucca Mountain, Nevada, as a potential site for the development of a repository. In 2002, the U.S. Department of Energy (DOE) prepared the *Final Environmental Impact Statement for a Geological Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada*, hereafter referred to as the Final Yucca Mountain Environmental Impact Statement (EIS), in support of the development of a repository at Yucca Mountain, Nye County, Nevada, and the corresponding systems for the transportation of spent nuclear fuel and high-level radioactive waste from 77 national sites to Yucca Mountain. Based on the Final Yucca Mountain EIS, DOE made broad-based transportation decisions, including the selection of the mostly rail scenario for transportation of spent nuclear fuel and high-level radioactive waste nationally and within Nevada. The selection of the mostly rail scenario for Nevada transportation would require the construction and operation of a proposed rail line from an existing main line to Yucca Mountain.

From the five rail corridors studied in the Final Yucca Mountain EIS, DOE eventually selected the Caliente corridor in which to evaluate potential alignments for the construction of a proposed rail line to Yucca Mountain. In 2004, the DOE initiated another EIS to address the selection of the proposed alignment within the Caliente corridor and the construction, operation, and potential abandonment of a rail line for shipment of spent nuclear fuel and high-level radioactive waste from a site near Caliente, Lincoln County, Nevada, to the repository at Yucca Mountain (Figure 1).

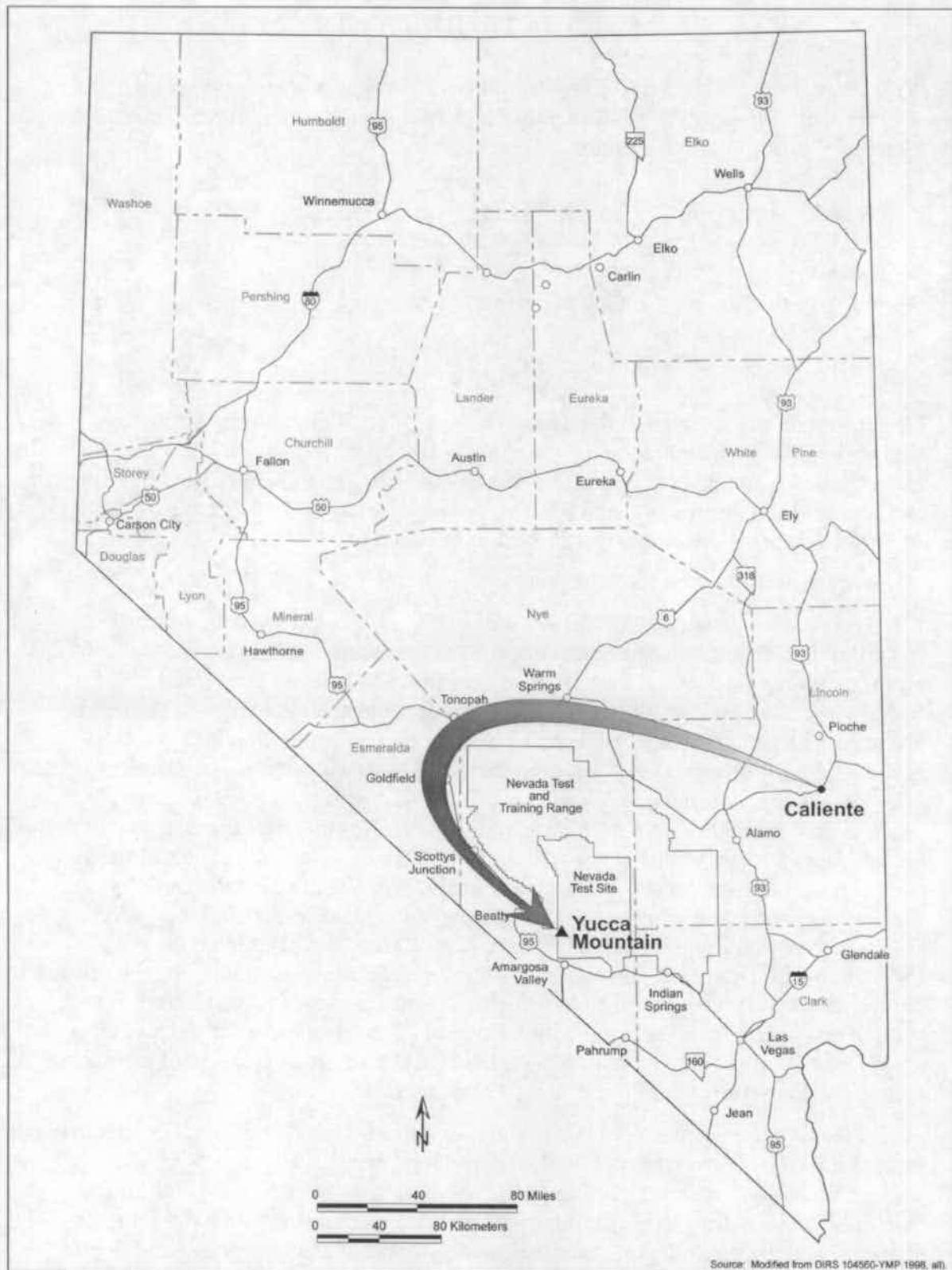


Figure 1. General Location Map of the Proposed Caliente-Yucca Mountain Railroad

In that the majority of lands that the proposed rail alignment are administered by the U.S. Department of Interior's Bureau of Land Management (BLM), DOE applied to the BLM to withdraw about 308,600 acres of public land from surface entry and mining for a period of 20 years (Figure 2). The purpose of this withdrawal is to evaluate the land for potential construction, operation, and maintenance of a rail line between Caliente and the Yucca Mountain repository site. Environmental aspects for the requested land withdrawal are being addressed in a separate environmental assessment (EA). A decision about whether the DOE would eventually request a right-of-way from the BLM for the rail line or seek permanent withdrawal of selected lands from the public domain will be made in the future.

This report is being prepared in support of the affected environment and impacts analyses for the *Environmental Impact Statement for the Alignment, Construction, and Operation of a Rail Line to a Geologic Repository at Yucca Mountain, Nye County, Nevada*, hereafter referred to as the Rail Alignment EIS. The draft Rail Alignment EIS, currently in preparation, includes the following alternative options:

- Proposed Action—entails the determination of a rail alignment and the construction, operation, and possible abandonment of a rail line for shipments of spent nuclear fuel, high-level radioactive waste, and other materials that would be needed for construction, operation, and maintenance of the repository, from a site near Caliente, Nevada, to the repository at Yucca Mountain. The Proposed Action includes gaining access to and acquiring sufficient lands for the selected rail alignment, ancillary facilities, and associated infrastructure (e.g., construction camps) through application with the BLM for right-of-way reservation of the selected lands.
- Shared-Use Alternative—would use the proposed rail line for general freight shipments in addition to shipments of spent nuclear fuel, high-level radioactive waste, and other materials that would be needed for construction and operation of the repository. General freight could include mineral products, petroleum, agricultural products, or other commodities shipped or received by private companies. The Shared-Use Alternative would entail construction of additional sidings to provide access to potential commercial shippers and additional ancillary facilities for operation of commercial rail service. It is not known who would fund or construct the additional sidings and ancillary facilities.
- No-Action Alternative—would ship spent nuclear fuel and high-level radioactive waste, and other materials needed to construct and operate the repository would be shipped by a combination of overweight and heavy-haul trucks within Nevada to the repository.

This report establishes a cultural resources baseline and historic contexts for the Proposed Action of the Rail Alignment EIS. In that no specific shared uses have yet been identified, it is not possible to evaluate the cultural resources setting for those areas. However, much of the baseline information in this report would be generally applicable to any shared uses identified in the future.



This report does not consider the No-Action Alternative in detail. A sufficient level of background information was developed in the analysis to support of the Final Yucca Mountain EIS (see Nickens and Hartwell 2001 and *Environmental Baseline File: Archaeological Resources* (Civilian Radioactive Waste Management System Management & Operating Contractor 1999), and is not repeated in this report. Those analyses included cultural site file and literature searches for the proposed heavy-haul routes (existing highways) and necessary ancillary facilities. In addition, previous American Indian studies conducted for transportation of low-level radioactive waste to the DOE Nevada Test Site have examined much of the highway system that would be considered under the No-Action Alternative (see American Indian Transportation Committee 1999; Austin 1998).

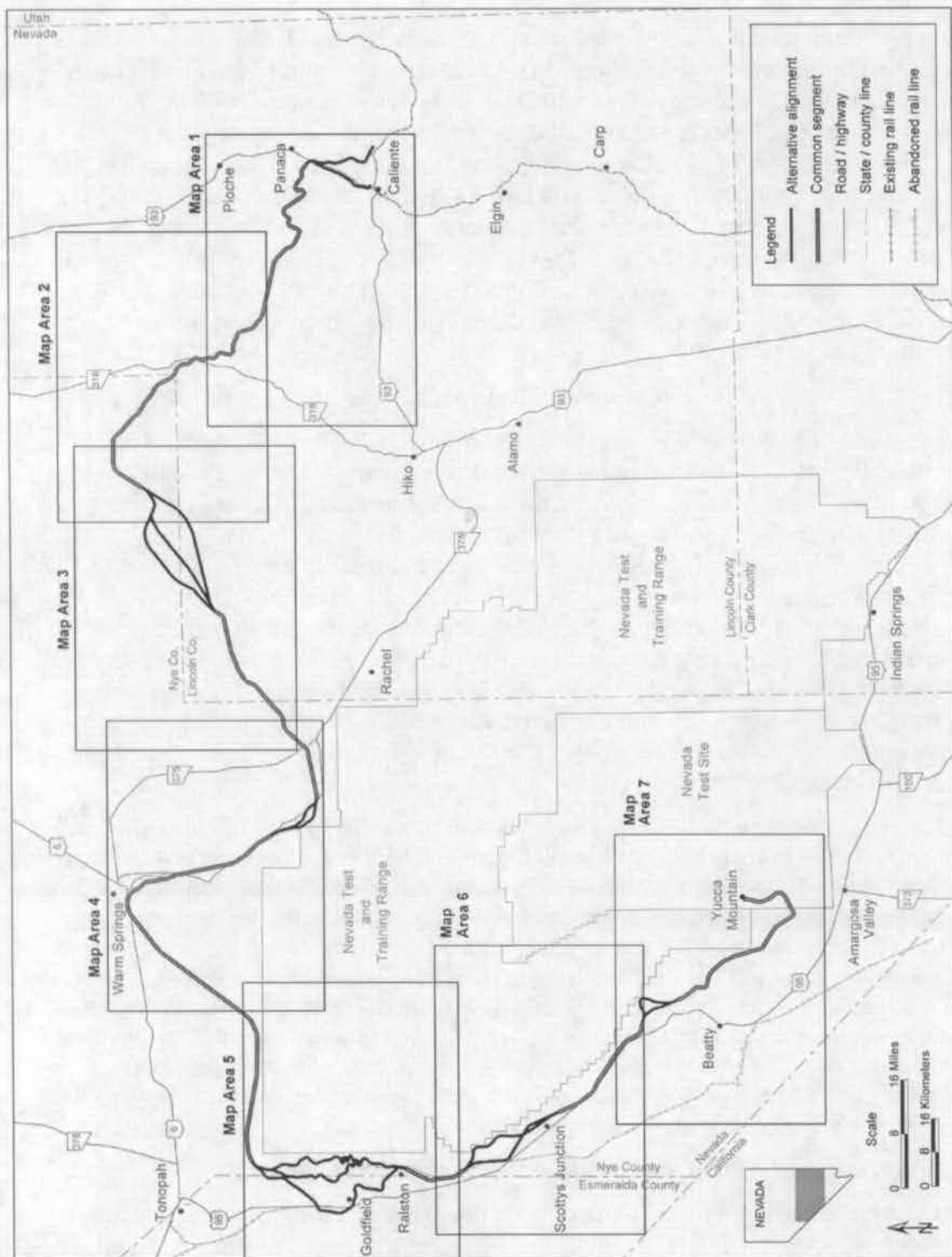
## **1.2 Proposed Caliente-Yucca Mountain Railroad**

The proposed rail line would be constructed to follow the Caliente corridor. The preferred alignment corridor extends from the area around Caliente in a westerly direction to the northwest corner of the Nevada Test and Training Range before turning south-southeast to the repository at Yucca Mountain. The proposed rail line could range in length from approximately 320 to 340 miles, depending on the specific alternative alignments chosen within the corridor (Figure 3). The Proposed Action includes alternative alignments to minimize or avoid environmental impacts and mitigate construction and engineering complexities. Approximately 50 percent of the proposed rail alignment does not have alternatives, and those portions are referred to as *common segments*. In all, the common and alternative segments under study include a collective total of approximately 470 linear miles. The eventual right-of-way would include 100 feet on either side of the rail alignment.

During the period the cultural resources analyses for the rail alignment EIS were undertaken from August 2004 to June 2005, the overall length of the proposed common and alternative segments changed as potential segments were added and deleted due to engineering and other considerations. At one point, the combined total was about 600 miles which was the case when the Class I site file search was completed and Class II sample-oriented field inventory was designed. In June 2005, DOE made a final decision about which alternative segments would be included in the Rail Alignment EIS evaluation; this framework is reflected in the following segment descriptions. Each of the common segments and alternative alignments indicated in Figure 3 is briefly described in the following subsections; a set of seven sequential maps giving additional detail for each of the segments is included in Appendix A following the map area key shown in Figure 3.

### **1.2.1 Interface with Union Pacific Mainline Alternative Alignments**

The two alternative alignments to connect the proposed rail line to the existing Union Pacific mainline railroad are Caliente and Eccles. Both of these alignments would intersect the first common segment of the rail alignment (Common Segment 1) about 4 miles southwest of Panaca, Nevada, along U.S. Highway 93 in the Meadow Valley Wash area.



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Figure 3. Proposed Rail Alignment Segments for the Caliente-Yucca Mountain Railroad



The Caliente alternative alignment would begin at the town of Caliente, enter Meadow Valley Wash at Indian Cove, and extend north through Meadow Valley Wash to converge with Common Segment 1. This alternative alignment is about 11 miles in length.

The Eccles alternative alignment would begin along Clover Creek about 5 miles east of Caliente, trend generally north to enter Meadow Valley Wash from the southeast then converge with Common Segment 1. This alternative alignment is about 12 miles in length.

### **1.2.2 Common Segment 1 (Dry Lake Valley Area)**

Common Segment 1 would connect the interface with Union Pacific Mainline alternative alignments with the Garden Valley alternative alignments. It would head west from Meadow Valley Wash through the Chief Range (Bennett Pass) across Dry Lake Valley and the North Pahroc Range. On the west side of the North Pahroc Range, Common Segment 1 would cross Nevada Highway 318 near Timber Mountain. It would continue to the northwest before curving around the northern end of the Seaman Range and turning southwest through Coal Valley. It would then merge with Garden Valley 1, Garden Valley 2 and Garden Valley 3. This common segment is approximately 69 miles in length.

### **1.2.3 Garden Valley Alternative Alignments**

The three alternative alignments under consideration in the Proposed Action are Garden Valley 1, Garden Valley 2, and Garden Valley 3. All three alternative alignments would begin at the terminus of Common Segment 1 and head southwesterly until terminating at Common Segment 2.

To the north, Garden Valley 1 and Garden Valley 3 would run due west together through the Golden Gate Range for approximately 4 miles before diverging. Garden Valley 3 would head further to the north and would run along the southeast base of the Quinn Canyon Range. It would then run southwesterly through Garden Valley until meeting Common Segment 2. This alternative alignment is about 24 miles in length. Garden Valley 1 would split from Garden Valley 3 and head southwesterly through Garden Valley until meeting Common Segment 2. This alternative alignment is about 22 miles in length.

Garden Valley 2 would depart Common Segment 2 and run to the south of Garden Valley 1 and Garden Valley 3. It would proceed southwestwardly through the Golden Gate Range before turning westward through Garden Valley to connect with Common Segment 2. This alternative alignment is about 22 miles in length.

### **1.2.4 Common Segment 2 (Quinn Canyon Range Area)**

Common Segment 2 would begin to the north of the Worthington Mountains and would run southwest past the southern area of the Quinn Canyon Mountains, passing from Lincoln County into Nye County. It would then cross State Highway 375 in Railroad Valley and would head west to the southern end of the Reveille Range, where it would join the alternative segments in the South Reveille area. This common segment is approximately 20 miles in length.

### **1.2.5 South Reveille Alternative Alignments**

The two South Reveille alternative alignments, South Reveille 2 and South Reveille 3, would begin from the terminus of Common Segment 2 south of the South Reveille Wilderness Study Area. South Reveille 2, the easternmost of the two alternative alignments, would run to the northwest along a local wash and the border of the wilderness study area. This alternative alignment is about 9 miles in length. A few miles to the west and roughly parallel to South Reveille 2, South Reveille 3 would run above the local wash and adjacent to a drainage area to the southwest. This alternative alignment is about 10 miles in length. South Reveille 2 and South Reveille 3 would both terminate at the start of Common Segment 3.

### **1.2.6 Common Segment 3 (Stone Cabin Valley Area)**

Common Segment 3 would begin at the terminus of South Reveille 2 and South Reveille 3 in Reville Valley. It would run north through Cow Canyon before turning to the southwest at Warm Spring Summit in the Kawich Range. It would then run to the southwest around Kawich Range and turn to the west just north of the Nevada Test and Training Range. It would run west through Ralston Valley before terminating at the start of the Goldfield alternative alignments just east of the Esmeralda/Nye County border. This common segment is approximately 71 miles in length.

### **1.2.7 Goldfield Alternative Alignments**

Three Goldfield alternative alignments, Goldfield 1, Goldfield 3, and Goldfield 4, have been designated for study. From their origin at the terminus of Common Segment 3, all three alternative alignments would head south before terminating at Common Segment 4.

To the east, Goldfield 1 and Goldfield 3 would run south together for approximately 2.5 miles before diverging. Goldfield 3 would continue south, further to the east, for 20 miles before joining Goldfield 1. Goldfield 1 would extend south, to the west of Goldfield 3, into the Goldfield Hills area, passing east of Black Butte. It would turn east near Espina Hill and head south to the east of Blackcap Mountain. It would run south for approximately 18 miles before meeting Goldfield 3 again. Before rejoining, both Goldfield 1 and Goldfield 3 would wind around a series of geologic features. Together, they would run for approximately 7 miles along an abandoned rail line before terminating north of Ralston, Nevada at the start of Common Segment 4.

The western Goldfield alternative alignment, Goldfield 4, would depart from Common Segment 3 to the north of Black Butte, head southwest, cross U.S. Highway 95, and turn south toward the town of Goldfield. After passing through the southwestern edge of the town boundary of Goldfield and crossing U.S. Highway 95 again, Goldfield 4 would again turn south to meet Common Segment 4. This alternative alignment is about 28 miles in length.

### **1.2.8 Common Segment 4 (Stonewall Flat Area)**

This common segment would extend approximately 9 miles southeasterly through Stonewall Flat to connect to the Bonnie Claire alternative alignments.



### **1.2.9 Bonnie Claire Alternative Alignments**

The two Bonnie Claire alternative alignments are Bonnie Claire 2 and Bonnie Claire 3. Bonnie Claire 3 would depart Common Segment 4 to the southwest of Stonewall Mountain as the western of the two alternative alignments and run southerly, generally parallel to and west of U.S. Highway 95. After approximately 12 miles, it would cross Bonnie Claire 2 and become the eastern alternative alignment. It would then join Common Segment 5 after approximately 22 miles, southeast of Scottys Junction near the intersection of Nevada Highway 267 and U.S. Highway 95.

Bonnie Claire 2 would depart Common Segment 4 as the eastern alternative alignment. After approximately passing along the western border of the Nevada Test and Training Range, it would cross paths with Bonnie Claire 3 and become the western of the two alternative alignments. In total, Bonnie Claire 2 would run roughly 18 miles. It would join the Common Segment 5 to the southeast of Scottys Junction near the intersection of Nevada Highway 267 and U.S. Highway 95.

### **1.2.10 Common Segment 5 (Sarcobatus Flat Area)**

This common segment would extend approximately 19 miles generally southeasterly, through the Sarcobatus Flat area to alternative alignments in the Oasis Valley area.

### **1.2.11 Oasis Valley Alternative Alignments**

The two Oasis Valley alternative alignments are Oasis Valley 1 and Oasis Valley 3. Both alternative alignments would depart Common Segment 5 northwest of Oasis Mountain before splitting around naturally occurring springs and meeting at the start of Common Segment 6. Oasis Valley 1 would run southeast for approximately 7 miles before joining Common Segment 6. Oasis Valley 3 was conceived as an alternative to completely avoid local private lands. It would run for approximately 9 miles in length, would cross Oasis Valley farther to the east than Oasis Valley 1 before joining Common Segment 6.

### **1.2.12 Common Segment 6 (Yucca Mountain Approach)**

This common segment would run for about 31 miles from the Oasis Valley alternative alignments to the end of the line at the repository. Generally, it would run southeasterly from Beatty Wash to the Nevada Test Site, where it would turn north to run west of Busted Butte until terminating at the repository.

## **1.3 Report Objective**

The objective for this report is to establish a cultural resources baseline for the rail alignment EIS, and to identify historic contexts from which both the temporal and spatial range of prehistoric, historic, and ethnographic resources can be understood for the study area. For the purposes of this analysis, the following areas of potential effect (APE) or study areas are defined:

- APE for Direct Impacts—the 200 foot-wide rail alignment right-of-way.
- APE for Indirect Impacts—established as a 2 mile-wide corridor, centered on the rail alignment.

- APE for Wider Impacts—extends beyond the 2 mile-wide study area for some cases, such as potential cultural landscapes or larger areas of interest to American Indians.

All of these APEs are collectively referred to in this report as the rail alignment *study area*.

In addition to the linear rail line aspect, there will eventually be several locations for ancillary facilities associated with the operation and maintenance of the railroad, and during the construction phase a number of temporary ground disturbing activities will be required. Construction activities that could have an affect on cultural resources include materials acquisition area, access roads, and a number of construction camp locales. Ancillary rail facilities include an interchange facility, transport operations center, maintenance-of-way facility, end-of-line facility, fleet management facility, and train crew quarters. Because none of these locations have been finalized, awaiting final engineering of the rail line, they are not specifically included in this evaluation. However, because the locations are generally known and in that they will be situated close to the rail alignment, the information presented in this report would be useful in identifying types of cultural resources and related issues that could be encountered in the siting of these facilities.

#### **1.4 Relationship to Other Documents and Studies**

Because of the overall length of the proposed rail alignment, the selection process for determining between alternative segments, and the complexity associated with engineering a feasible alignment within the broader corridor lying outside the Yucca Mountain Withdrawal Area (see Figure 2), the DOE is using a phased cultural resource identification and evaluation approach, described in 36 CFR 800.4(b).2, to identify specific cultural resources along the corridor. Under this approach, final field survey (BLM Class III intensive) of the actual 200 foot-wide right-of-way and centerline would be deferred until the final rail alignment is determined and engineered. This work would occur after the Record of Decision is issued for the Rail Alignment EIS.

To meet information needs for the Rail Alignment EIS cultural resources examination of the affected environment and potential impacts to historic properties and other places/resources of cultural value, an investigative effort was implemented that included three avenues of inquiry: (1) an intensive review of extant information about the culture history and resources along the proposed corridor (this report); (2) a Class II sample oriented field survey of the rail alignment to evaluate the types and distribution of resources that exist along the corridor, including preparation of a predictive model for site location; and (3) close interaction the affected American Indian tribes. These efforts, as well as other related ones, are discussed in more detail in the following paragraphs.

This report is being prepared in conjunction with several separate but complimentary ongoing cultural resources efforts, including the following:

- A BLM Class II (sample-oriented) field inventory of the proposed common and alternative segments: This inventory consists of a 15 percent stratified sampling of the nearly 600 miles of proposed rail alignment. This total mileage includes mileage for some alternative segments that were subsequently eliminated from the

EIS analysis following initiation of the Class II survey. At the time this report is being prepared, the field phase of the inventory has been completed and analyses of the data are underway, including National Register of Historic Places evaluations of the recorded sites and development of a predictive model for archaeological site location along the rail alignment. The Class II project will be reported in *A Systematic Archaeological Sample Survey for the Yucca Mountain Project Rail Alignment, Lincoln, Nye, Esmeralda, and Clark Counties, Nevada* (HRA 2005).

- Affected American Indian tribes and organizations form the Yucca Mountain Project 17-member Consolidated Group of Tribes and Organizations (CGTO). The general locations for the CGTO members are shown in Figure 4. A subset of that organization, tribal members representing the Western Shoshone, Southern Paiute, and Owens Valley Paiutes and Shoshones, form the American Indian Writers Subgroup (AIWS) that has prepared an American Indian Resource Document (AIRD) for the rail alignment effort. This document expresses American Indian thoughts and comments about the possible effects of the transportation of high-level radioactive waste and spent nuclear fuel through southern Nevada. This AIRD builds on and expands concepts included in an earlier AIRD prepared in support of the Final Yucca Mountain EIS. These two documents are:

AIWS 1998. *American Indian Perspectives on the Yucca Mountain Site Characterization Project and the Repository Environmental Impact Statement.*

AIWS 2005. *American Indian Perspectives on the Proposed Rail Alignment Environmental Impact Statement for the U.S. Department of Energy's Yucca Mountain Project.*

- In response to the need for meeting historic preservation requirements of the National Historic Preservation Act and other laws, regulations, and executive orders, the DOE has prepared two draft Programmatic Agreements, one for the Yucca Mountain Withdrawal Area as identified in the Final Yucca Mountain EIS and the other for the proposed rail line right-of-way. The first agreement includes the withdrawal area where the repository will be located and, for purposes of this report, also includes the final few miles of the proposed rail line and associated facilities such as the End-of-Line and Fleet Management Facilities that would be co-located near the entrance to the repository. These two draft agreements are cited as follows:

*Programmatic Agreement between the United States Department of Energy's Office of Civilian Radiological Waste Management, The Advisory Council on Historic Preservation, and the Nevada State Office of Historic Preservation for Development of a Nuclear Waste Deep Geologic Repository at Yucca Mountain, Nevada*

*Programmatic Agreement Among the USDI Bureau of Land Management, Nevada (BLM); The Department of Energy (DOE); and the Nevada State Historic Preservation Office (SHPO) Regarding the Nevada Rail Project (NRP)*

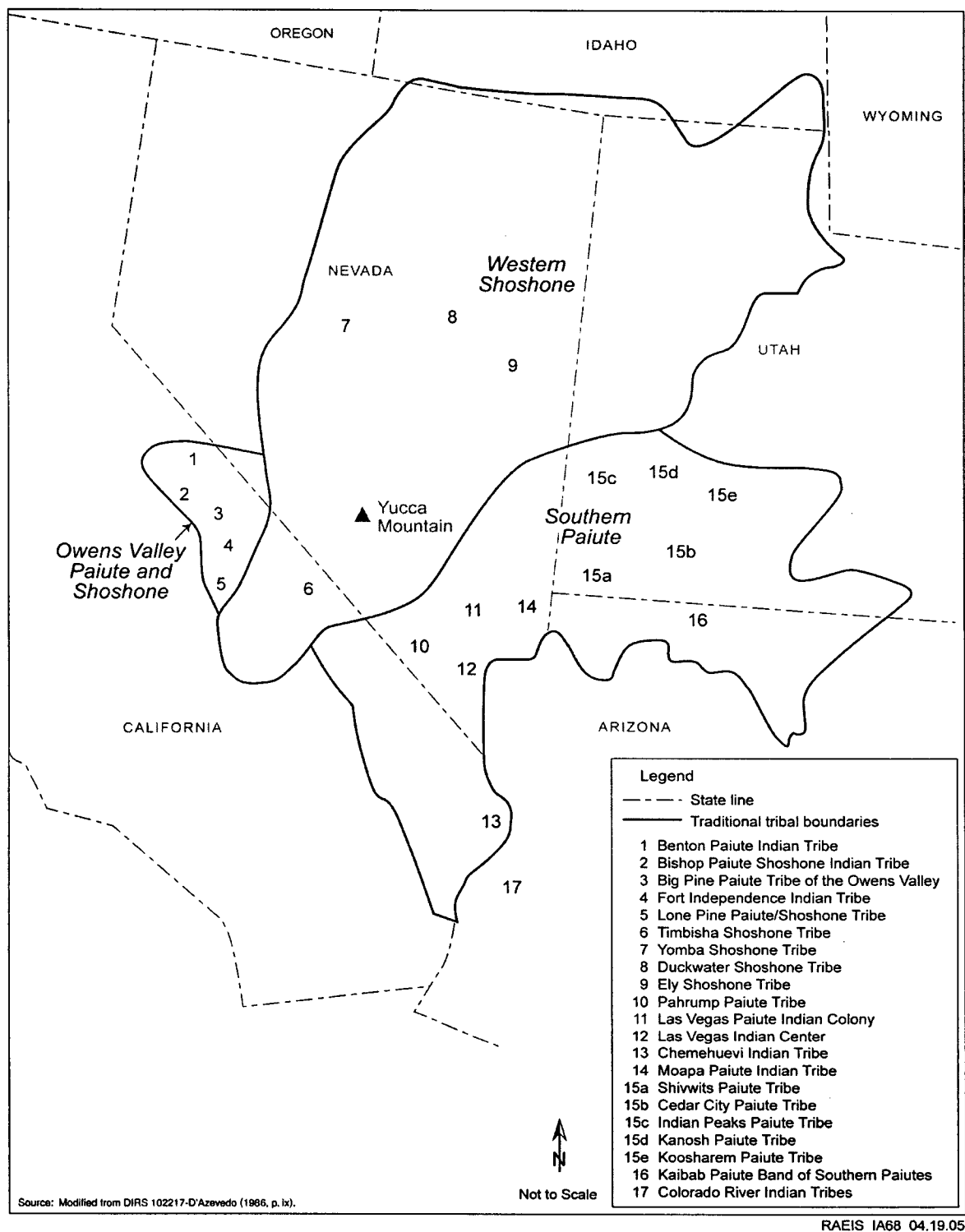


Figure 4. Boundaries and Locations of Consolidated Group of Tribes and Organizations

In that a majority of lands transected by the Yucca Mountain rail alignment are presently managed by the BLM, the following agreement between the Nevada Historic Preservation Office and the BLM would also be applicable to cultural resources investigations conducted in support of the proposed Caliente-Yucca Mountain Railroad to meet the requirements of the National Historic Preservation Act:

*State Protocol Agreement between the Bureau of Land Management, Nevada, and the Nevada State Historic Preservation Office, 1999.*

### **1.5 Methodology**

Initially, a cultural resources site file search was conducted in the fall of 2004 at the Harry Reid Center for Environmental Studies, Southern Nevada Site Inventory Repository, for a 1 mile-wide study area, centered on the proposed centerline. By April 2005, the following two actions had occurred that caused another site file search to be completed.

- There had been substantial modifications for which common and alternative rail alignment segments were to be included in the analysis since the beginning of the project.
- Discussions between the DOE and BLM led to a decision to increase the Class I or known records site file search to a 2 mile-wide study area to provide a larger number of known archaeological sites that could be compared to predictive modeling aspect of the Class II sample oriented inventory results.

In May 2005, HRA Inc., Conservation Archaeology of Las Vegas, Nevada, completed an expanded site file search for the wider study area and additional segments that had been added over time. The results of this effort are included as Appendix B. Specific archaeological site locations are not included in the appendix so to make this document available to as wide a readership as possible; this protocol is followed throughout the document.

After the site file search was completed by HRA, further engineering considerations resulted in some further reorganization of the rail alignment segments. Thus, certain segments included in Appendix B are no longer being considered in the draft rail alignment analysis. In the main, the segments included in the appendix that have been eliminated from current consideration are the Crestline (CREST), White River 4 (WR4), Garden Valley 4 (GV4), and South Reveille 4 (SR4) segments. In addition, the designation Common Segment 7 was eliminated and replaced by Common Segment 6 (Yucca Mountain Approach). The common and alternative segments under consideration at this time are discussed in Section 1.2 and indicated on the map series in Appendix A.

Site file searches for the highways and other areas where ancillary facilities might be located under the rail alignment EIS No-Action Alternative were completed in support of the Final Yucca Mountain EIS. For those results, see the report by Nickens and Hartwell (2001:11-15 and Appendix A).

In addition to the site file record searches for the rail alignment EIS, a large volume of relevant published, unpublished, and archival information for prehistoric, historic, and historic period Native American has been reviewed through personal visits, contacts, or website searches at the following:

- Southern Nevada Site Repository, Harry Reid Center for Environmental Studies, University of Nevada, Las Vegas
- Bureau of Applied Research in Anthropology, University of Arizona
- National Register of Historic Places
- Nevada Department of Cultural Affairs, including the Nevada State Register of Historical Places and Nevada Historical Markers listings
- Nevada Historical Society
- Nevada State Museum and Historical Society, Las Vegas
- Central Nevada Historical Museum and Historical Society, Tonopah
- Beatty Museum and Historical Society, Beatty
- Lincoln County Historical Society and Museum
- Lied Library, University of Nevada Las Vegas, including general stacks and special collections
- University of Arizona Library and Special Collections
- Union Pacific Railroad Museum
- Northern Nevada Railway Museum, Ely
- Consolidated Group of Tribes and Organizations
- Western Shoshone Defense Project
- Nevada Inter-Tribal Council
- Bureau of Land Management--State of Nevada, Ely, Las Vegas and Tonopah Offices
- Desert Research Institute Library
- Nellis Air Force Base, Cultural Resource and Native American Interaction Programs

- Nevada Test Site, Cultural Resource and Native American Interaction Programs
- Bechtel SAIC LLC, Corporation
- National Park Service, Death Valley National Park
- Public scoping comments received for the draft Rail Alignment DEIS

## 1.6 Organization of the Report

An underlying goal in this document is to not reiterate detailed background information that is accessible elsewhere. The intent is to point the reader to the availability of that information by providing reference to sources where more comprehensive information can be obtained. Using this approach, **Chapter 2.0** briefly recapitulates the cultural backdrop for the study area and suggests sources for additional information. The cultural history for the study area is not necessarily completely outlined or understood for any of the time periods involved, including prehistoric, historic, or ethnographic resources. Considerable data will accrue from which to further address these topics from the future Class II and Class III field studies in support of the Caliente-Yucca Mountain Railroad, as well as supplementary studies related to mitigation of adverse effects at resources.

**Chapter 3.0** examines a cultural resources management framework for the rail alignment study area, including preliminary identification of historic contexts according to important cultural themes, geographic limits, and/or chronological considerations in the study area, along with property types for each identified context. These historic contexts can be used in support of subsequent resource identification, evaluation, and treatment, as required, for cultural resources encountered in the rail alignment study area. Some potential cultural landscapes that occur along the rail alignment are also identified in this chapter.

As a result of the site file and literature reviews, along with interactions with knowledgeable persons and American Indian tribal representatives, a number of individual cultural resources have been identified that occur either within or in proximity to the study area. These are discussed in **Chapter 4.0** according to individual common or alternative segments, as currently being evaluated in the Rail Alignment EIS.

**Chapter 5.0** comprises a listing of sources consulted or referenced in the analysis. Included in the list are bibliographic citations to both published and unpublished literature and an inventory of historic maps reviewed for this report.

**Appendix A** includes maps of the common segments and alternative alignments for the proposed DOE Caliente-Yucca Mountain Railroad. **Appendix B** provides the results of the archaeological and historical site file searches.

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## 2.0 CULTURAL BACKGROUND

A short summary of the culture history for the study area is presented in Chapter 2. While local sequences require further amplification in many places along the Rail alignment EIS study area, there is a relative abundance of literature that covers the regional culture historical aspects for the prehistoric and historic American Indian and Euroamerican historic occupation and utilization of the Southern Nevada area that would be transected by the proposed Caliente-Yucca Mountain Railroad. Table 1 lists useful such references for the interested reader; additional information is presented in Chapter 3.0 of this document. The culture history for the study area is presented in the following subsections:

- American Indian Prehistoric Period
- American Indian Historic Period
- Euroamerican Historic Period

### 2.1 American Indian Prehistoric Period

Native peoples inhabited the region transected by the proposed rail alignment for thousands of years, leaving behind artifacts, as well as traces of their occupations, economic pursuits, and religious beliefs. The prehistoric archaeological record in the vicinity of the proposed rail alignment is subdivided into three broad temporal periods.

- ***Pre-Archaic (11,500 to 7,500 years before present)***—This period is marked by relatively few people who traveled in small bands, hunting game and gathering food. Archaeological sites dating to this period are commonly preserved on gravel bars and other landforms associated with pluvial lakes, marshes, and riparian zones (Price and Johnson 1988). These sites and their artifacts indicate a reliance on wetlands, with an emphasis on hunting large game. Isolated finds of distinctive fluted points associated with the Clovis and Folsom groups of people have a wide distribution along the proposed rail alignment from Yucca Mountain, Sarcobatus Flat, Mud Lake, Garden Valley, Dry Lake Valley, and the Caliente area (Davis and Shutler 1969; Ryan 1985; Tuohy 1985, 1986, and 1988).
- ***Early to Middle Archaic (7,500 to 1,500 years before present)***—During this period, a shift occurred to a wider use of the environment, including sites near springs, perennial streams, caves, and rock shelters. A gradual increase in populations was marked by the use of plant seeds and nuts, along with hunting small game. Several rock shelter occupations dating to this period and the following Late Archaic period have been investigated in the vicinity of the proposed rail alignment at Lowe Shelter near Mud Lake (Self 1980), Slivovitz Shelter and Civa Shelter in Garden Valley (Busby 1979), and several shelters in the vicinity of Panaca and Caliente (Fowler et al. 1973).

Table 1. Selected References for the Cultural History of the Caliente-Yucca Mountain Railroad Study Area

Culture Period	Source
Prehistoric	Busby 1979; Fowler and Madsen 1986; Fowler et al. 1973; James 1981; Grayson 1993; Haarklau 2002; Haarklau et al. 2005; Haynes 1996; Henton and Pippen 1988; James 1981; Kelly and Bevill 2002; Kolvett et al. 2000; Lyneis nd; McGonagle and Waski 1978; Mifflen and Wheat 1979; Pippen 1998a; Price and Johnston 1988; Ryan 1985; Self 1980; Stornetta 1998; Tuohy 1985, 1986, 1988; Von Werlhof 1987; Warren and Crabtree 1986; Wheeler 1973; White and Orndorff 1999; Zancanella 1988
Ethnographic— General	Austin 1998; Carroll and Stoffle 2004; Clemmer and Stewart 1986; Fowler 1990; Fowler and Fowler 1971; Rhode 2002; Stoffle and Arnold 2003; Stoffle and Dobyns 1983; Stoffle and Evans 1988; Stoffle et al 1994; Stoffle et al 1999; Stoffle et al. 1990; Stoffle et al. 2005; Stoffle et al. 2002; Stoffle et al. 2001; Woods Cultural Research 2003; Zedeno et al. 1997, 1998, 2003, 2005
Ethnographic— Southern Paiute	Euler 1966; Fawcett et al. 1993; Inter-Tribal Council of Nevada 1976; Kelly 1934, 1939, 1964; Kelly and Fowler 1986; Knack 2001; Liljeblad and Fowler 1986; Stoffle et al. 2004
Ethnographic— Western Shoshone	Bengston 2003; Bergin 1982; Cottonwood 1987; Crum 1994; Fowler et al. 1995a and b; Gillette 1987; Haarklau 2003; Hooper 1990; Pippen 1998b; Rusco 1992; Steward 1941, 1997; Thomas et al. 1986; Thompson 1990
Euro American— General	Bowers and Muessig 1982; Hall 1999; Hulse 1969, 1971, 1998; Lingenfelter 1986; McLane 1995; Metscher 1998; Metscher and La Rue 2002; Mitchell and Mitchell n.d.; Modry and McCaughey 1968; Roske and Planzo 1978; Thole 2004; Thompson and West 1958; Zanjani 1994a
Euro American— Exploration, Transportation	Due 1999; Koenig 1984; McBride 2002; Manley 2001; Wheeler 1970
Euro American— Mining	Albers and Stewart 1972; Ball 1907; Bourne 1973; Cochran 1951; Cornwall 1972; Due 1997; Elliott 1966; Faulds 1994; Ferguson 1916; Glasscock 1988; Hardesty 1988; Henderson 2004; Kendall 1980; Kral 1951; Lincoln 1982; Paher 1970, 1977, 1999; Sagstetter and Sagstetter 1998; Shamberger 1982; Shearer 1905; Slavin 1987; Smith and Tingley 1983; Smith 1960; Tingley 1984, 1992; Tingley and Quade 1986; Tschanz and Pampeyan 1970; Twitty 2002

Table 1. Selected References for the Cultural History of the Caliente-Yucca Mountain Railroad Study Area (Continued)

Culture Period	Source
Euro American–Town Building	Ferrel and Ferrel 1997; Frickstad and Thrall 1958; Gamett and Paher 1983; McCracken 1990a and b, 1992a, 1992c; Taylor 1986
Euro American–Mormon Settlement	Arrington 1979; Kowalewski 1984; Lee and Wadsworth 1966; Townley 1973
Euro American–Rural Cattle and Sheep Ranching	Davis 2003; Douglass 1992; Etchegaray 2001; Fallini 1987; Georgetta 1972; Lane 1974, 1977; Land and Douglass 1985; McCracken 1990c, 1992b; McCracken and Howerton 1996, 1998; Mallea-Olaetxe 2000; Obermayer et al. 2002; Paris and Douglass 1979; Paul 1976; Sawyer 1971; Terrell 1987; URS 1982; Weber 1995; Zanjani 1994b
Euro American–Transportation	Averette 1995; Due 1997; Edaburn 1982a and b; Harper 1999; Klein 1987; Myrick 1962, 1963; Nellis AFB American Indian Interaction Program 1996; Rader 1974; Robertson 1986; Signor 1988

- **Late Archaic (1,500 to 150 years before present)**–Hallmarks of the Late Archaic include ceramics and small projectile points, along with the bow and arrow. Settlement patterns and subsistence practices continued from the earlier period, with sites in a variety of settings but clustered around permanent springs and riparian settings.

## 2.2 American Indian Historic Period

Lands crossed by the proposed rail alignment have historically been occupied by two ethnographic Numic-speaking groups; the Western Shoshone (*Newe*) and the Southern Paiute (*Newi*) (see Figure 4 for locations of these groups). Other groups, such as the Owens Valley Paiute and Shoshones from adjacent regions, had strong kinship ties and visited the region on occasion.

Both the Western Shoshone and the Southern Paiute were characterized by local subgroups, defined by slight language or dialectical differences, traditional centers of residential occupation, more or less regular home ranges or districts, and closeness of kin ties. Local subgroups clustered around small oases scattered throughout the desert where springs, tanks, and flowing streams could be found. Mountains and surrounding valleys were important resource collection areas, but seasonal changes in food availability prevented areas from being occupied on a year-round basis.

The territories of several Native American subgroups are transected by or adjacent to the proposed rail alignment. Western Shoshone areas include the Oge'pi District near Beatty; the Piadoya District in the Kawich Range, extending into Stone Cabin Valley and Reveille Valley; the Lida-Goldfield area; and other subgroups in Ralston Valley, Hot Creek Valley, and Railroad Valley (Steward 1997). The eastern part of the proposed rail alignment was inhabited by two Southern Paiute subgroups, the Pahrnagut of the

Pahranagut Valley and Pahroc Range areas (Kelly 1934; Fawcett et al. 1993) and the Panaca of Meadow Valley Wash near the present-day towns of Panaca and Caliente (Kelly 1934; Stoffle and Dobyns 1983).

Following initial contact by European Americans in the early to middle 1800s, native peoples in central and southern Nevada were forced to adapt to changing conditions as settlement and development by miners, prospectors, and ranchers rapidly encroached upon the landscape. As their essential resources were being lost to the Euro American expansion, both the Western Shoshones and the Southern Paiute responded by providing labor and other services to mining and ranching ventures, oftentimes living within a mining town or at a ranch (Stoffle et al. 1990:58-65). In the vicinity of the study area, Indian encampments were located at mining communities in the Beatty-Bullfrog, Goldfield, Tonopah, Reveille Valley, and Panaca-Pioche areas (Stoffle et al. 1990:58-64). Another Western Shoshone village was located on the eastern side of Stone Cabin Valley where Native Americans worked as ranch hands and laborers for the Reed Ranch and the Reed's United Cattle and Packing Company, which operated over 3 million acres between 1906 and 1940 (McCracken and Howerton 1996:253-260; Thompson 1990:4-11). Native American children attended small schools established at places such as Reed's Ranch in Stone Cabin Valley (McCracken 1990a; Slaven 1987) and the Reveille Mill, Warm Springs and Twin Springs Ranch in Reveille Valley (Zedeno et al. 2003:113-114).

### **2.3 Euroamerican Historic Period**

Initial forays by European Americans into the study area by settlers and explorers began in 1849 along the Jayhawker's Emigrant Trail to California, which crossed the eastern part of the proposed rail alignment (Koenig 1984). Later exploratory surveys by John C. Fremont in 1854 and Lt. George Wheeler in 1869 and 1872 also crossed the proposed rail alignment (McCracken and Howerton 1996:35-47).

Settlement of the study area began with Mormon colonization of Meadow Valley and Pahranagut Valley in the eastern part of the proposed rail alignment (Bourne 1973; Hulse 1971; Kowalewski 1984; Roske and Planzo 1978; and Townley 1973). These efforts began in the late 1850s and involved both mining ventures around Panaca and Pioche and agricultural developments along the valley bottom.

Another early mining center was developed in the Reveille Range in the 1860s, with a mill built in Reveille Valley in 1869 (Hall 1999:219-223). Later mining districts that developed in the early 1900s include the Freiberg District in the northern Worthington Mountains and the Harriman, Eden, Clifford, Horseshoe, Bellehellen, Golden Arrow, and Blake's Camp Districts in the Kawich Range (Ball 1907; Ferguson 1971; Hall 1999; and Terrell 1987). Of these districts, only the Clifford District is within the proposed rail alignment land withdrawal area, although resources that were common to mining, such as roads, could be located within the study corridor. In the study area, intensive exploration and mining began in the vicinity of Goldfield (Elliott 1966; Zanjani 1992). Today, part of downtown Goldfield is listed on the National Register of Historic Places. Nearby early twentieth century mining developments also occurred in the Tonopah (McCracken 1990a) and Beatty-Rhyolite-Bullfrog areas (McCracken 1992c).

Contemporaneous with mining was widespread ranching that took advantage of the valley floors and adjacent mountain ranges for grazing. Along the proposed rail alignment, early historic ranching operations are found in Reveille Valley, Stone Cabin Valley ((Roske and Planzo 1978:23-30), and upper Oasis Valley along the Amargosa River drainage (Fallini 1987; McCracken 1990a:28-32; 1992b; McCracken and Howerton 1998:179-198; Slaven 1987:21-38; and Zanjani 1994:80-107). In the northern sector of the study area, particularly in Garden and Coal Valleys and the adjacent mountain ranges, sheep ranching became a major factor shortly after 1900 (Georgetta 1972; Lane 1974; Mallea-Olaetxe 2000; Paris and Douglass 1979; and Sawyer 1971).

Along with the mining and ranching pursuits, transportation systems developed as roads and railroads stretched to connect mining districts and other resources, beginning with wagon freights and stagecoaches (1860 to 1895) (Due 1999) followed by a road system (Ball 1907:Plate I; Freudenthal Map 1908). Railroads constructed lines to reach the mining districts and other places east and west of Nevada shortly after 1900 (Due 1997; Harper 1999; Myrick 1963; and Signor 1988).

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### **3.0 CULTURAL RESOURCE MANAGEMENT FRAMEWORK FOR THE CALIENTE-YUCCA MOUNTAIN RAILROAD STUDY AREA**

This chapter offers a brief resource management framework for cultural resources that are either known to exist within the rail alignment study area or can be reasonably expected to be encountered during future intensive field inventory of the right-of-way, ancillary facility locations, and other project-related activities. This chapter describes the framework in the following sections:

- 3.1 Framework Concepts
- 3.2 Potential Historic /Contexts and Cultural Landscapes for the Proposed Caliente-Yucca Mountain Railroad

The framework includes two components:

- Historic contexts, with temporal confines and associated property types
- Potential cultural landscape settings along the rail alignment that are characterized by definable patterns of human or activities in generally bounded geographical territories.

This chapter's discussion does not fully delineate the various potential contexts and landscapes. The objective is to offer and outline for a framework that can be more completely developed during future cultural resources and ethnographic studies for the rail alignment.

#### **3.1 Framework Concepts**

Before the outline the various historic contexts and potential cultural landscapes along the Caliente-Yucca Mountain Railroad corridor, a brief summary of these conceptual constructs is presented. Framework concepts described in this section are explained in:

- 3.1.1 Historic Contexts
- 3.1.2 Cultural Landscapes

This review is not exhaustive. Additional information can be gained from the applicable standards and guidelines referenced in the text; website addresses/hyperlinks are provided so that interested readers can access the publications through the internet. General standards and guidelines that direct an agency's response to relevant historic preservation laws and regulations can be found in the *Secretary of the Interior's Standards and Guidelines* (as amended and annotated) (48 FR 44716), [http://www.cr.nps.gov/locallaw/arch\\_stnds\\_0.htm](http://www.cr.nps.gov/locallaw/arch_stnds_0.htm).

##### **3.1.1 Historic Contexts**

Historic contexts are defined in the Secretary of the Interior's Standards and Guidelines as "an organizational format that groups information about related historic properties,

based on a theme, geographic limits and chronological period.” A single historic context describes one or more aspects of the historic development of an area; a set of historic contexts is a comprehensive summary of all aspects of the history of the area. Effective cultural resource management of an area’s historic properties involves identification, evaluation and registration, and treatment of resources, as required in response to the project activities, of a full range of property types that represent each historic context. Further guidance for developing historic contexts and associated property types can be found in *How to Complete the National Register Multiple Property Documentation Form* (National Register of Historic Places Bulletin 16B, 1999, <http://www.cr.nps.gov/nr/publications/bulletins/nrb16b/>)

In addition to the Secretary of the Interior’s Standards and Guidelines, the following National Register of Historic Places Bulletins provide additional guidance for the identification-evaluation-treatment process necessary for evaluating historic properties that could be encountered and adversely affected by construction of the Caliente-Yucca Mountain Railroad.

- *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (National Register Bulletin 30, 1999, <http://www.cr.nps.gov/nr/publications/bulletins/nrb30/>)
- *Guidelines for Evaluating and Registering Archaeological Sites and Districts* (National Register Bulletin 36, 2000, <http://www.cr.nps.gov/nr/publications/bulletins/arch/>)
- *Guidelines for Evaluating and Documenting Traditional Cultural Properties* (National Register Bulletin 38, 1998, <http://www.cr.nps.gov/nr/publications/bulletins/nrb38/>)
- *Guidelines for Evaluating and Registering Cemeteries and Burial Places* (National Register Places Bulletin 41, 1992, <http://www.cr.nps.gov/nr/publications/bulletins/nrb41/>)
- *Guidelines for Identifying, Evaluating, and Registering Historic Mining Properties*, National Register Bulletin 42, 1997, <http://www.cr.nps.gov/nr/publications/bulletins/nrb42/>)

For Nevada, few statewide historic contexts are currently available. Two are contained in the Nevada State Historic Preservation Office website:

(<http://dmla.clan.lib.nv.us/docs/shpo/contexts.htm>). These include the geographically limited *Prehistoric Southern Nevada Study Units* (Lyneis n.d.) and the state-wide *Exploration and Early Settlement in Nevada Historic Context* (McBride 2002). The first context covers only Clark County and the southernmost parts of Nye and Lincoln Counties, lying mostly south of the proposed rail alignment. It includes relevant information prehistoric cultural patterns and associated research avenues that can be applied on a more regional basis. The more recent exploration and early settlement



historic context provides a good overview of the subject matter under examination, subdividing the historic context into four overlapping but distinct phases: (1) Fur Trappers and Commercial Caravans, 1826-1833; (2) Sponsored Exploration, 1834-1853; (3) Emigration, 1844-1859; and (4) Earliest Settlements, 1851-1859. The last three phases have some applicability for the rail alignment study area limited to the few historical events or activities that took place in the vicinity of the rail alignment prior to 1860.

The Nevada Division of Historic Preservation and Archeology and the Nevada State Historical Society have also jointly published the *Nevada Comprehensive Preservation Plan* (White 1991) which includes a number of chapters or "study units" that "identify, evaluate, recognize, preserve, and interpret the state's cultural heritage." These essays are presented in broad state-wide historical patterns and have limited usefulness for the present inquiry.

In an example of the use of historic contexts for identification and evaluation of cultural resources, two such contexts are offered by Stornetta (1998:30-59) for the area immediately west of the Town of Goldfield which is intersected by the Goldfield 4 Alternative alignment. There, Stornetta divided the chronological setting into a prehistoric context incorporating historic period Western Shoshone and a historic period context. The prehistoric/historic ethnographic context includes a number of research domains and questions in the topics of (1) chronology, (2) lithic procurement and production strategies, (3) settlement-subsistence patterns relative to resource availability and regional adaptive strategies, and (4) ceremonialism. Stornetta further subdivides the historic period context in the Goldfield area into two themes: mining, 1900 to 1942 and transportation, 1900 to 1946. The mining theme research questions are built around the topics of mining and milling technology and mining camp housing and lifeways. The transportation theme exhibits research questions for railroad and road construction, technological development and maintenance, and demographic information associated with railroad construction and support workers, and subsequent railroad operation.

Another example of the use of historic contexts that is relevant to resources in the present study area is found in the Antelope Valley project, located northeast of the rail alignment. In that investigation, Obermayr et al. (2002:32-53) subdivide the project area's temporal cultural patterns into prehistoric (American Indian, including historic period) and historic contexts. Research themes for the prehistoric context, including traditional cultural value considerations, include chronology building and refinement, prehistoric land use dynamics and mobility, local and regional trade and exchange relationships, and population movements and ethnic boundaries. The Antelope Valley historic context is defined to include ranching and farming, irrigation, transportation, and mining themes.

### **3.1.2 Cultural Landscapes**

The theoretical concept of cultural landscape is useful for identifying, evaluating and managing disparate cultural resources in a wider context than simply as a site or property. Following the National Park Service's definition, a cultural landscape is "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or

aesthetic values.” The following four general types of cultural landscapes are recognized:

- Historic sites—a landscape significant for its association with a historic event, event, activity, or person (such as a battlefield)
- Historic vernacular landscape—a landscape that evolved through use by the people whose activities or occupancy shaped that landscape (such as a ranching or mining area)
- Historic designed landscape—a landscape that was consciously designed or laid out by a landscape architect, master gardener, or horticulturalist
- Ethnographic landscape—a landscape containing a variety of natural and cultural resources that associated people define as heritage resources (such as an American Indian landscape with past or current settlements, religious or sacred sites, plant and animal communities, and subsistence and ceremonial grounds)

A form of cultural landscape that has a functional definition that is especially applicable to the rail alignment study area is the *rural historic landscape*, defined in National Register Bulletin 30 as “a geographical area that historically has been used by people, or shaped or modified human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features.” In addition to Bulletin 30, other National Register Bulletins referenced in Section 3.1.1 that also deal with types of cultural landscapes include Numbers 38 (traditional cultural properties), 41 (cemeteries and burial places), and 42 (historic mining properties).

Following guidance provided in National Register Bulletin 30, there are eleven characteristics of human use or activity that may be utilized to describe a given historic landscape. These characteristics the following processes and components and can include:

- Land uses and activities that shape and organize rural communities;
- Patterns of spatial organization between the communities and major physical components of the land;
- Response to the natural environment as reflected in traditions in land use, construction methods, and social customs;
- Cultural traditions that affect the way the land is used, occupied, and shaped;
- Circulation networks for transporting people, goods and raw materials;
- Boundary demarcations to delineate areas of ownership and land use;

- Vegetation related to land use, especially over long periods of land use;
- Vuildings, structures, and objects that serve human needs related to occupation and use of the land;
- Clusters of buildings and other features throughout the landscape;
- Archaeological sites that evince prehistoric and historic use of the same landscape; and
- Small-scale elements such as a cairn, foot bridge, or road sign that add to the historic setting.

There are two salient points about cultural landscapes that are important for the present study. First, the cultural landscape categories are not mutually exclusive. A landscape may be associated with a significant event, include designed or vernacular characteristics, and be significant to more than one specific cultural group. In the rail alignment study area, for example, historic mining and ethnographic landscapes co-exist in the Goldfield area, and in Reveille Valley there is an overlapping of ethnographic, historic ranching, and historic mining landscapes. These landscapes are more fully outlined in Section 3.2.2.

Secondly, cultural landscapes can be as potentially eligible for nomination to the National Register of Historic Places as any other cultural resource, and are usually included as “sites” or “districts.” Further, once identified and evaluated, adverse impacts to significant cultural landscapes are to undergo treatment approaches similar to other historic properties. Guidelines for protecting and preserving cultural landscapes can be found in the following publications:

- Birnbaum, Charles A. 1994. *Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes*. National Park Service Preservation Briefs, No. 36. <http://www.cr.nps.gov/hps/tps/briefs/brief36.htm>
- Birnbaum, Charles A. and Christine Capella Peters. 1996. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*. National Park Service, Historic Landscape Initiative, Washington, D.C. <http://www.cr.nps.gov/hps/hli/introguid.htm>

Previous investigations either within the study area or adjacent to it have not approached the concept of historic cultural landscape in significant detail, although historic cultural landscapes have been more thoroughly addressed in regional ethnographic studies (Stoffle et al. 2001:139-152 and Stoffle et al. 2004:15-45). One type of historic cultural landscape that has some prospective application for a portion of the rail alignment is the Basque sheepherder cultural landscape that was once distributed throughout much of northern Nevada, extending into our study area in the northern portions of Garden and Coal Valleys. See Douglass 1992:382-393 for a background discussion for this type of

cultural landscape. A recent application of archaeological field data to the sheep ranch cultural landscape concept is found in Antelope Valley, Nevada, located northeast of the present study area in the BLM Ely District. There, Obermayr and co-investigators delineated the 1890s–1950s *Chin Creek Sheep Ranch Historic District* to include several connected property types, comprised of a variety of sheep ranching associated archaeological sites (Obermayr et al. 2002:48-53). Based on the evaluation of the data, the sheep ranching cultural landscape in this area was recommended as being eligible for the National Register under each of the four criteria for significance.

Pertaining to ethnographic cultural landscapes, Richard Stoffle and colleagues at the University of Arizona have conducted numerous studies, many sponsored by DOE, with American Indians in southern Nevada over the past 25 years or so. While conducted at all levels of inquiry, a significant portion of this seminal endeavor involves delineation and definition of cultural landscapes and the connectedness between culture, landscapes, places, and the region's contemporary Numic-speaking Indian peoples, much of which is directly related to the pursuit of ethnography in the present study area. Stoffle and co-workers argue that American Indian cultural landscapes in this region can be nested or overlapping and can incorporate several cognitive levels (Stoffle et al. 2001:139-152 and Stoffle et al. 2004:15-45). These levels include, from broadest to narrowest scale: (1) an eventscape; (2) a Holy Land; (3) songscapes; (4) regional landscapes; (5) ecoscapes; and (6) landmarks. In this scenario, cultural landscapes are a distinct set of phenomena from "special places," which are places that one or more human groups have attached specific cultural meanings and are considered as traditional cultural place by historic preservationists (National Register Bulletin 38). Special places occur within the landscape categories and serve to interact with one another to provide a conceptual connection for the ethnic group between landscape and place. Three general categories of special places are identified, each of which can be subdivided into subtypes. These include creation places, ceremonial places, and residence places. The regional model for cultural landscapes and special places espoused by Stoffle and colleagues appears to extend from present day cultural patterns back in time, perhaps several thousand years in southern Nevada.

### **3.2 Potential Historic Contexts and Cultural Landscapes for the Proposed Caliente-Yucca Mountain Railroad Study Area**

By applying the concepts and guidelines for historic contexts and cultural landscapes discussed in the Sections 3.1.1 and 3.1.2 to the rail alignment study area, it is possible to identify and outline some prospective examples for each category based on known and suspected occurrence of cultural resources along the rail alignment presented in Sections 3.2.1 and 3.2.2. Each context and landscape is not fully delineated in this report in terms of performing an exhaustive assembling and synthesizing of all relevant existing information. Rather, the objective in this document is to point to a need for further studies and to offer a cultural resources management context that supports the affected environment analysis for the rail alignment EIS.

Certain references that help recognize or understand the individual contexts are noted. Similarly, examples of either potential property types and/or specific examples are noted

for each context. In most cases, the specific property types identified are further described in more detail in Sections 4.3 and 4.4.

### **3.2.1 Potential Historic Contexts**

Potential historic contexts that occur along the proposed Caliente-Yucca Mountain Railroad corridor are subdivided into American Indian and Historic Euro American categories. The following discussion offers only an outline for each of the contexts; refinement and changes, as necessary, are required as cultural resources studies for the proposed rail alignment proceed.

#### **3.2.1.1 American Indian Historic Contexts**

Five historic contexts are identified to incorporate prehistoric and historic period American Indian occupation and use of the study area and environs: prehistoric, proto-historic, contact, co-existence, and the consultation eras. Each of these historic contexts is described in Table 2.

#### **3.2.1.2 Euroamerican Historic Contexts**

Five historic contexts are identified to incorporate the historic period Euroamerican occupation and use of the study area and adjacent region: exploration, early mining period, settlement, early transportation, and the later mining period. Each of these historic contexts is described in Table 3.

Table 2. Description of American Indian Historic Contexts

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Prehistoric	ca. 11,500 to 150 years before present	Study area wide	Busby 1979; Fowler and Madsen 1986; Fowler et al. 1973; James 1981; Grayson 1993; Haarklau 2002; Haarklau et al. 2005; Haynes 1996; Henton and Pippen 1988; James 1981; Kelly and Beville 2002; Kolvet et al. 2000; Lyneis nd; McGonagle and Waski 1978; Miffen and Wheat 1979; Pippen 1998a; Price and Johnston 1988; Ryan 1985; Self 1980; Stornetta 1998; Tuohy 1985, 1986, 1988; Von Werlhof 1987; Warren and Crabtree 1986; Wheeler 1973; White and Omdorff 1999; Zancanella 1988	See Section 2.1	Topics related to settlement pattern studies, subsistence systems, past environments and geochronology, trade and exchange, ideology and belief systems, and resource procurement and artifact production strategies	Rock shelter, campsite, lithic scatter, rock art, resource extraction locality (quarry, plant or other resource), isolated artifacts or features, rock ring, hearth, and rock features
Pre-contact/ Proto-historic Numic	ca. Varies, depending upon when the Numic pattern is recognized in the archaeological record. According to some researchers, this occurred ca. 700 to 1,000 years BP in the study area; others argue for a longer period of development.	Study area wide	Kelly and Fowler 1986; Madsen and Rhode 1994; Thomas 1983; Thomas et al. 1986; Stoffle and Dobyns 1983	The pre-contact period in the study area is marked by the presence of Desert series projectile points and Intermountain brownware pottery. Early ethnohistoric cultural patterns, such as those outlined by Steward (19141, 1997), are assumed to extend back in time.	Numic expansion; settlement subsistence patterns; land use dynamics and mobility strategies; trade and exchange relationships; population movements and ethnic boundaries	Traditional origin and mythological places, ceremonial locations, habitation places, trails, burial places, resource collection places and areas, along with associated camp sites

Table 2. Description of American Indian Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Contact	ca. 1849 to 1875 in the rail alignment study area	Study area wide	Bengston 2003; Crum 1994; Euler 1966; Fawcett et al. 1993; Fowler and Fowler 1971; James 1981; Knack 2001; Malouf and Findlay 1986; Nellis Air Force Base Native American Interaction Program 1996; Stoffle and Dobyns 1983; Stoffle et al. 1983; Stoffle et al. 1990; Stoffle et al. 2004; Woods Cultural Research 2003	In the rail alignment study area, this time period is marked by exploration and emigration parties, e.g., 1849 Death Valley Party, Wheeler (1871), and Fremont (1853-54), early mining ventures in the Reveille Range, and the Pioche and Paranagat areas, the Ruby Valley Treaty of 1863, and Mormon settlement of eastern Nevada, including Meadow Valley. Archaeological sites begin to be recognized by the presence of a combination of Euroamerican and aboriginal artifacts.	Traditional Shoshone and Paiute adaptation to the study area; territory encroachment by exploration and emigration; interaction with Euro American intruders—conflict and accommodation, early resource appropriation, introduction of horse and other nontraditional items; trade; early Mormon and non- Mormon settlement; early mining	Traditional origin and mythological places, ceremonial locations, historical locations, habitation places, including temporary seasonal occupations, trails, burial places, resource collection areas and places, dance/festival sites

Table 2. Description of American Indian Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Co-existence	ca. 1860 to present	Study area wide	Bengston 2003; Carroll and Stoffle 2004; Clemmer and Stewart 1986; Cottonwood 1987; Crum 1994; Euler 1966; Gillette 1987; Haarklau 2003; Hooper 1990; James 1981; Kelly 1964; Knack 2001; Lee and Wadsworth 1966; Malouf and Findlay 1986; Nellis Air Force Base Native American Interaction Program 1996; Rusco 1992; Steward 1941, 1997; Stoffle and Dobyns 1983; Stoffle et al. 1983; Stoffle et al. 2004; Thompson 1990; Woods Cultural Research 2003; Zedeno et al. 2003	This lengthy period extends from the time when the Euroamerican presence in the study area became firmly established until recent times. As expressed by various authors (cf. Bengston 2003:37-44, Crum 1994; Knack 2001, and Stoffle and Dobyns 1983:89-160), this period has had a complicated and, at times, exceedingly culturally stressful for Shoshone and Paiute Peoples in the study area and surrounding region.	Continued territory encroachment, usurping of land, water and other resources; resistance and conflict; economic interaction and intermarriage; treaties and the establishment of reservations, colonies, homesteads, and allotments; response to diseases; demographic changes and changes in social cohesion and political integration; cultural responses to changes, such as the Ghost Dance; transition from traditional subsistence strategies to employment and wage labor; education at boarding schools and alternative forms of formal learning; cultural persistence; termination and land claims; self determination	Site types may include homesteads, farms or ranches, pinyon gathering camps, neighborhoods on the fringes of ranches, mining towns and other settlements, and reservation settlements



Table 2. Description of American Indian Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Consultation	ca. 1980 to present	Study area wide	Austin 1998; Bengston 2003; Bergin 1982; Carroll and Stoffle 2004; Clemmer and Stewart 1986; Cottonwood 1987; Crum 1994; Fawcett et al. 1993; Fowler 1990; Fowler et al. 1995a and b; Gillette 1987; Haarklau 2003; Hooper 1990; Kelly and Fowler 1986; Knack 2001; Liljelblad and Fowler 1986; Pippen 1998b; Rhode 2002; Rusco 1992; Stoffle and Arnold 2003; Stoffle and Dobyys 1983; Stoffle and Evans 1988; Stoffle et al. 1994; Stoffle et al. 1999; Stoffle et al. 1990; Stoffle et al. 2001; Stoffle et al. 2002; Stoffle et al. 2004; Stoffle et al. 2005; Thomas et al. 1986; Thompson 1990; Woods Cultural Research 2003; Zedeno et al. 1997, 1998, 2003, 2005	While important ethnographic studies were completed prior to about 1980, the period encompassing the past 25 years in the study area is identified as a separate context because of the overwhelming wealth of ethnographic information that has been generated for central and southern Nevada. Much of this work has been completed in response to requirements of federal government laws and regulations and a large number of these investigations have been conducted with the assistance and direct participation of American Indian people.	Identifying and understanding cultural landscapes, including creation, ceremonial, and residence places, connections to places and local landscapes, spiritual connections to places, individual learning and vision questions, individual healing and balancing, community healing and balancing, places for worldwide healing and balancing, trails to the afterlife, song trails, creation stories	Creation story locations and boundaries, sacred portals recounting star migrations, universal center locations, historic migration destiny locations, places of prehistoric revelations, traditional vision quest sites, plant-animal relationship locations, mourning and condolence sites, historic past occupancy sites, local and regional trails, spirit sites, recent historic event locations, plant, animal, and mineral gathering locations and associated trails, and sanctified ground

Table 3. Descriptions of Euroamerican Historic Contexts

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Exploration	ca. 1849 to 1900	Study area wide, but generally restricted to exploring paths and trails	McCracken and Howerton 1998:27-49; Koenig 1984; Nellis Air Force Base Native American Interaction Program 1996; Manley 2001; Purpus 1898; Wheeler 1970	In the study area, this context includes the following explorations: (1) Jayhawker's Trail (Death Valley Party of 1849)–Panaca area, Bennett Pass, Dry Lake Valley, White River Valley, Garden Valley, Sand Spring Valley; (2) John C. Fremont (1853-54)–Garden Valley, Sand Spring Valley, southern Railroad Valley, and southern Reveille Valley; (3) George Wheeler (1871)–See Nellis Air Force Base Native American Interaction Program (1996:Figure 4-2) for a map of Wheeler's routes of travel; Carl Albert Purpus plant collection explorations (1898) Pioche, Bennett Springs, Bennett Pass, Dry Lake Valley, Pahroc Spring and Range, Sand Spring Valley, Railroad Valley, Reveille Range, Twin Springs Ranch.	Exploration, survey, scientific surveys, contacts with American Indians	Unmarked trails and routes, mountain range passes, campsites near springs

Table 3. Descriptions of Euroamerican Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Early Mining	ca. 1865 to 1880	Restricted to select mining districts in the vicinity of the rail alignment, mainly in the Highland, Worthington, and Reveille Ranges	Bowers and Muessig 1982; Bourne 1973; Cornwall 1972; Hardesty 1988; Hall 1999; Kowalewski 1984; Kral 1951; Lincoln 1982; Paher 1970, 1999; Tingley 1984, 1992; Tingley and Quade 1986; Townley 1973; Tschanz and Pampeyan 1970; Wheeler 1970	Early mining districts in proximity to the rail alignment include: (1) Freiburg (northern Worthington Range), discovered 1865; (2) Pioche (Highland Range), discovered 1863; (3) Old Reveille (Reveille Range) and Reveille Mill (Reveille Valley), discovered 1866. Early mining settlements occurred at each of these locations in response to needs associated with labor, equipment, and the transportation of ore, including individual properties such as mining sites, foundries, ditches, boarding houses, saloons, and mining and trading posts.	American Indians as original discoverers; exploration and discovery of districts; mining and milling technology; mining camp housing and lifeways; American Indians as wage earners in mines and associated settlements	Claim markers, discovery posts and cairns, small or large prospects, small campsites associated with individual claims, or mining base camps established by organized prospecting parties, milling features and technological equipment, miner's housing, including tents areas, dugouts, and buildings of wood, brick, or cut stone, debris scatters and dumps, and transportation routes

Table 3. Descriptions of Euroamerican Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Early Settlement and Land Use	Ca. 1865 to 1940	Study area wide	Bowers and Mussig 1982; Davis 2003; Douglass 1992; due 1997; 1999; Fallini 1987; Frickstad and Thrall 1958; Garnett and Paher 1983; Georgetta 1972; Hall 1999; Hulse 1971; Kendall 1980; Lane 1977, 1974; Land and Douglass 1985; Lee and Wadsworth 1966; Lingenfelter 1986; McCracken 1990 a, b, and c, 1992 a, b, and c; McCracken and Howerton 1996; Mitchell and Mitchell n.d.; Paris and Douglass 1979; Sawyer 1971; Slavin 1987; Thompson & West 1958; URS 1982	<i>Synthesis:</i> Early settlement of the study area focused on the following area: Meadow Valley, Lincoln County (see Section 3.2.2.1); Coal and Garden Valleys, Lincoln and Nye Counties (see Section 3.2.2.2); Reveille and Stone Cabin Valleys, Nye County (see Section 3.2.2.4); The Goldfield area (Esmeralda County (see Section 3.2.2.7); and upper Oasis Valley, Nye County (see Section 3.2.2.9)	Settlement patterns for farming, cattle ranching, sheep ranching, and mining efforts; interactions with indigenous American Indians; resource use and depletion; transportation networks; social interactions between groups	Ranches and related property types; towns and related property types; farms and related property types; mining districts and related property types

Table 3. Descriptions of Euroamerican Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Early Transportation	ca. 1860 to 1920s	Study area wide; restricted to corridors for transportation routes for wagon and stage roads, early auto roads, and railroads.	See historical maps listed in Section 5.2 of this report; Averette 1995; due 1997; 1999; Edaburn 1982a, b; Harper 1999; Klein 1987; Myhrer 1993; Myrick 1962, 1963; Nellis AFB American Indian Interaction Program 1996; Rader 1974; Robertson 1986; and Signor 1988	Early transportation routes began in association with the development early mining and settlement efforts in the vicinity of the rail alignment. A review of the historic maps listed in Section 5.2 of this report offers a view of the sequential development from early wagon roads to more permanent auto roads in the early twentieth century. Figure 5 offers an example of such roads for the western part of the region that would be crossed by the Caliente-Yucca Mountain Railroad. Maps provided by Ball (1983) and Freudenthal (1908) are mapped nearly at the same time (1906–1908) and both offer excellent coverage of various transportation routes. In addition, when viewed together, they essentially cover the entire region that would be crossed by the rail alignment.	Road or railroad construction; technological development and maintenance; demographic information associated with roadway or railroad construction and support workers, or railroad operation, linear alignments and associated components as part of regional transportation systems, the relationship between regional transportation and economic systems, ethnic differentiation and activities during construction, abandonment, and reuse	Roads – unimproved, rutted, desert roads, debris scatters or dumps along the linear route, landscape or constructed features, stream and arroyo crossings. Railroads – construction camps, debris scatters and dumps, sidings, stations and wyes, railroad grades and berms, drainage crossings, diversions and road crossing features, tunnels, locations of disasters (wrecks, floods, etc).

Table 3. Descriptions of Euroamerican Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
				<p>Railroads played a central role in the eastern and western sectors of the study area (Figure 6). In the east, early railroads include the San Pedro, Los Angeles, and Salt Lake Railroad that would become the Union Pacific route of today and the Caliente and Pioche Railroad. In the Tonopah and Goldfield vicinity, the following railroads were extant in the early 1900s: Tonopah and Goldfield Railroad; Las Vegas and Tonopah Railroad; Bullfrog and Goldfield Railroad. The life of a given railroad can be subdivided into three phases: the construction, the use and maintenance, and the removal and abandonment.</p>		

Table 3. Descriptions of Euroamerican Historic Contexts (Continued)

Name	Time Period	Geographical Limits	Existing Information	Synthesis	Themes	Property Type
Later Mining	ca. 1900 to 1920s	Early twentieth century mining districts and towns and appurtenant transportation routes.	Albers and Stewart 1972; Arrington and Lyman 1998; Bowers and Muessig 1982; Cornwall 1972; Elliott 1966; Ferguson 1917; Glasscock 1988; Hardesty 1988; Hall 1999; Kral 1951; Lincoln 1982; Paher 1970, 1977, 1999; Sagstetter and Sagstetter 1998; Shamberger 1982; Smith 1960; Terrell 1987; Tingley 1984, 1992; Tingley and Quade 1986; Townley 1973; Tschanz and Pampeyan 1970; Twitty 2002	The early twentieth mining boom in central and southern Nevada led to the development of several mining districts and associated towns that lie in proximity to the various alignments and segments under study for the proposed Caliente-Yucca Mountain Railroad. Principal among these were the large-scale developments at Tonopah, Goldfield, and the Beatty area. Smaller mining ventures and districts in proximity to the rail alignment occurred in the Pioche and Caliente area in the east, the Worthington Range (renewed activity at Freiburg), Reveille Range (New Reveille and Arrowhead), and the Kawich Range (Clifford, Bellehellen, Golden Arrow, Blake's Camp, Eden, Harriman, and Silverbow).	American Indians as original discoverers; exploration and discovery of districts; mining and milling technology; mining camp housing and lifeways; American Indians as wage earners in mines and associated settlements; town development; impact of railroads	Claim markers, discovery posts and claims, small or large prospects, small campsites associated with individual claims, or mining base camps established by organized prospecting parties, milling features and technological equipment, miner's housing, including tents areas, dugouts, and buildings of wood, brick, or cut stone, debris scatters and dumps, transportation routes, and water source developments

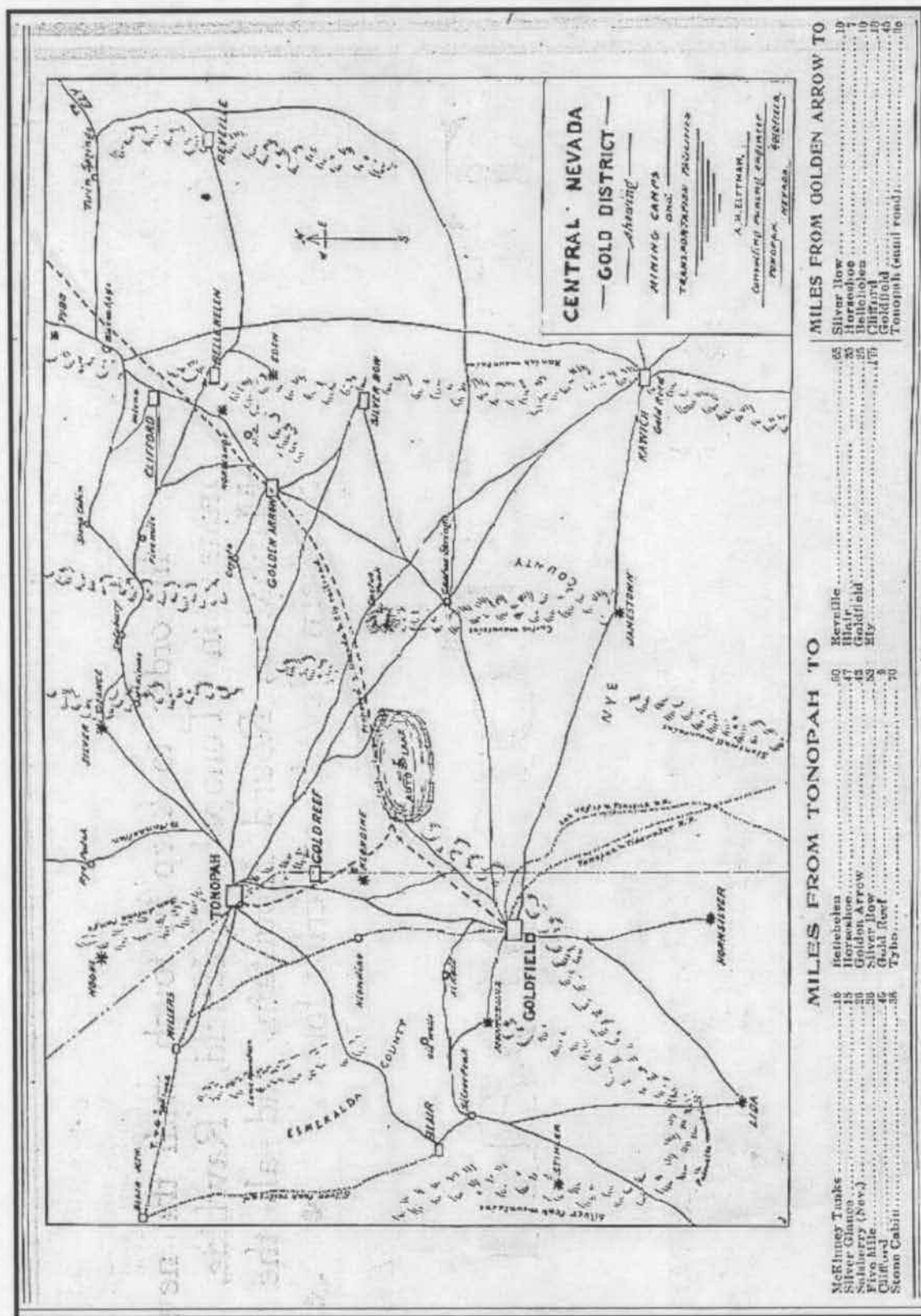


Figure 5. Transportation Routes in the Western Part of the Study Area in 1909 (Elftman 1909)





Figure 6. Map of Early Railroads, Train Stops, and Other Transportation Routes in the Proposed Caliente-Yucca Mountain Railroad Study Area Region, ca. 1910 (modified from Myrick 1963:454)

### **3.2.2 Potential Cultural Landscapes**

The following potential cultural landscapes have been identified during the site file and literature searches for the Rail Alignment EIS, as supplemented by field reconnaissances and discussions with knowledgeable persons.

#### **3.2.2.1 Meadow Valley Wash Rural Historic Early Mormon Settlement Landscape**

The part of the Meadow Valley Wash drainage area that lies north of Caliente is characterized by a relatively bountiful natural setting, compared to the surrounding basin and range topography (see Borup and Bagley 1976 and Phoenix 1948 for physical and natural descriptions) (Figure 7). While the larger drainage system is comprised of several valleys that drain to the southwest, it is the area designated as "Meadow Valley," also known locally as "Panaca Valley" (see Phoenix 1948:Plate 1 for a delineation of the valley boundaries) that is the locus of this potential cultural landscape. Meadow Valley extends from the lower part of Condor Canyon on the north southwesterly to the upper part of Indian Cove Canyon, just above the town of Caliente, following the meandering course of Meadow Valley Wash for about 16 miles.

In 1849 Bennett-Arcan wagon party crossed Meadow Valley, stopping overnight at either the warm springs at the north end of the valley known as Panaca Spring or Bennett Springs, located just north of the rail alignment in the west-central portion of Meadow Valley. Bennett Springs and Bennett Pass to the west, which the Caliente-Yucca Mountain Railroad would traverse, are names for Asabel Bennett, leader of the 1849 party and later, in 1858, leader again for a group of Mormons from Utah into the Panaca area. There is actually some variance in historical accounts related to these two springs, separated by about 8 miles, which require further analysis. For example, Koenig (1984:36) indicates that the 1849 party camped at Bennett Springs, while Hulse (1971:6) points to the warm Panaca Spring as the locale for the camp.

The BLM Ely District has designated Bennett Springs as an Area of Critical Environmental Concern (ACEC) because of its possible association with the Bennett-Arcan Party, designating it as the "earliest settlement in the Ely District." The springs are located about 1.5 miles north of the rail alignment centerline. While the exact location of the 1849 campsite needs further study, even if it was at Bennett Springs, the party only encamped 1 night at the locale and it would not be considered a "settlement." Freudenthal's 1908 Map of Lincoln County indicates a town symbol at the Bennett Springs locale at a point where three wagon roads from Hiko, Panaca, and Pioche meet.

Asabel Bennett again led an initial party of Mormon colonists into Meadow Valley in 1858. This party was actually taking refuge from strife in southern Utah at the time and, after planting several acres of grain and establishing simple irrigation features, left the area to return to Utah shortly thereafter, leaving their crops in charge of local Paiute Indians. Mormon settlers returned to Meadow Valley for good in 1864, taking up all of the valley and establishing another farming center at Barclay in Clover Valley,

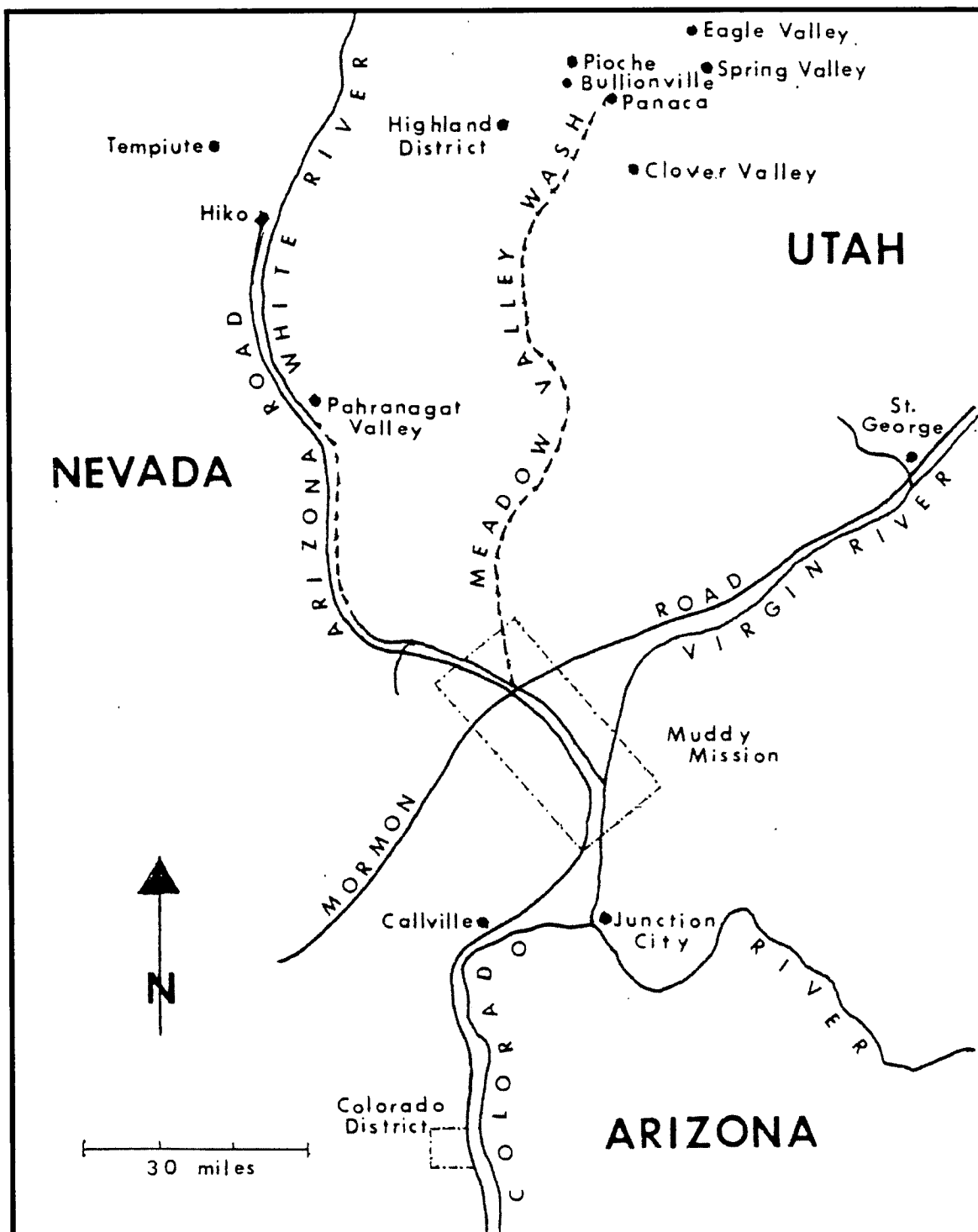


Figure 7. Map of Early Mormon Settlements of Southern Nevada (modified from Kowalewski 1984:Map 1) with the potential Meadow Valley Wash Early Mormon Settlement Landscape at the Upper Sector of Meadow Valley Wash, South of Panaca

about 12 miles east of the Eccles Alternative Interchange Facility locale. In Meadow Valley, the Mormon settlement was concentrated around the newly developed town of Panaca, with a series of rural ranches established southward toward the southern end of the valley.

In the vicinity of the study area, both the Caliente and Eccles alternative segments would cross the lower end of Meadow Valley. Early ranches in this area include (north to south from a point about 2 miles south of Panaca) the Atchison, Yocham (also identified as Yoachum), Dow-Barton, and Keeles Ranches (Roske and Planzo 1978). The Yocham Ranch is shown on both Freudenthal's 1908 map as a stop on the Caliente and Pioche Railroad. Vernacular architecture associated with early Mormon farming ventures in eastern Nevada, including the Panaca area, has been recently highlighted in Davis' volume on Nevada's rural architecture (2003:90-94).

In addition to the settlement patterning reflected in the early Mormon occupation of Meadow Valley, external relations with other groups are important to understanding the evolution of this cultural landscape. For example, co-existence and, at times conflict, occurred with Southern Paiutes who had formerly occupied the area in solitude (see Lee and Wadsworth 1966:19-23; Stoffle and Dobyns 1983; and Stoffle, Dobyns and Evans 1983). At the same time, the Mormon settlers were forced to interact with an influx of non-Mormon miners into the area, primarily at the mining center of Pioche to the north (Arrington and Lyman 1998; Bourne 1973; Kowalewski 1984; and Townley 1973).

While the focus of the proposed cultural landscape in Meadow Valley is on the early Mormon settlement, several associated cultural resources are also found in the area, especially those related to the construction and operation of railroads and the founding of the town of Caliente. Along with the landscape, these and other resources could be either directly or indirectly impacted by construction of the Caliente-Yucca Mountain Railroad. These resources are discussed in various subsections of Chapter 4.0.

### **3.2.2.2 Coal Valley-Garden Valley Rural Historic Sheep Ranching Landscape**

A potential cultural landscape is identified to include historic Basque sheep ranching and winter and summer grazing activities that spread over a large area including the northern half of Nevada (Georgetta 1972; Lane 1974; and Sawyer 1971). The time of maximum Basque migration into northeastern Nevada occurred between 1900 and 1920 (Lane 1977:33). In the vicinity of the study area, the general area crossed by Common Segment 1 to the west of the White River extending westerly across the Seaman Range and Coal and Garden Valleys to a point near the Lincoln-Nye County line, is considered sheep range. Included in this general area are both summer-spring-fall (e.g., Seaman and Quinn Canyon Ranges) and lower elevations that are designated as year-around range Sawyer 1971:Frontispiece Map). Although the boundaries of this landscape have not been identified, the Caliente-Yucca Mountain Railroad would cross sheep ranching territory from the point where it crosses the White River west to the southern part of Railroad Valley.

In general terms, the eastern part of this area crossed by the rail alignment includes range associated with the Paris Family ranches (Paris and Douglass 1979:71), while the western

sector is associated historically with the Uhalde Ranch. The rail alignment passes through the historic Paris Ranch winter range in the western part of the Seaman Range and into Coal Valley. Figure 8 shows a large sheep collection corral situated in Timber Mountain Pass. An alternate alignment originally passed through Timber Mountain Pass in proximity to this feature, but has been eliminated in favor of a segment farther to the north. The Uhalde Ranch is today located in the Quinn Canyon Range foothills along Cherry Creek, about 6 miles northwest of the Garden Valley 3 Alternative Segment (Etchegaray 2001). The Uhalde range includes the uplands of the Quinn Canyon Range, but presumable also included year around range in Garden Valley. A number of north-south sheep trails occurred along the White River drainage to the east and through Railroad Valley to the west to move sheep back and forth to winter range in northern Nevada (Lane 1974:187; Sawyer 1971:130). The proposed rail alignment intersects a number of these trails.



Figure 8. Large Sheep Corral Feature on Timber Mountain Pass in the Seaman Range, View to the Northwest

Primarily due to research activities of professors and students associated with the Center for Basque Studies at the University of Nevada-Reno, much information has been collected concerning Basque sheepherding activities on the landscape over the past few decades (Douglass 1972; Lane 1974, 1977; Lane and Douglass 1985; and Mallea-Olaetxe 2000). Annual sheep management activities have left a physical record, including the remains of sheep camps and domestic architecture, trash scatters, husbandry features such as watering places, lambing corrals and shipping centers, and a number of minor landscape features, such as bread ovens, rock cairn monuments, and aspen tree carvings (arborglyphs). These cultural features can be expected to occur through out the annual ranges and along both major and minor stock trails.

In a study that has comparable relevance to the potential sheep ranching cultural landscape of the proposed rail line, Obermayer, Hall, and Clay (2002) identify and evaluate a sheep ranching historic district in Antelope Valley, located in the eastern part of the BLM Ely District. There, the investigators successfully developed a historical context, including various property types, and research questions for historic period sheep ranching extending back to the 1890s in that area. This study should be closely consulted during further cultural resources studies for the proposed Caliente-Yucca Mountain Railroad project.

### **3.2.2.3 Reveille Valley-Kawich Range-Stone Cabin Valley Ethnographic Landscape**

From southern Railroad Valley, the rail alignment passes the southern end of the Reveille Mountains, turns north through Reveille Valley to a point just south of Warm Springs where it turns west over Warm Springs summit and then southwesterly through Stone Cabin Valley. Except for two short alternative segments in south Reveille Valley, most of this section of the rail alignment is designated as Common Segment 3. This segment of the rail alignment crosses through three potential cultural landscapes that, for the most part, occupy the same physical setting. These landscapes include an ethnographic, historic ranching, and historic mining presence. At various times, these three cultural groupings overlapped one another chronologically and in terms of interactive relationships. The ethnographic cultural landscape is briefly described in this section; the other two are outlined in the following sections.

The potential ethnographic cultural landscape for Reveille and Stone Cabin Valleys centers on the Kawich Range that separates the valleys which has long been an important cultural locus for Western Shoshone groups. Steward (1997:111) observes that informants he interviewed in the 1930s estimated that some 90 to 120 Western Shoshones inhabited this area around 1875. Several single and multi-family winter camps existed around springs along the eastern and western foothills of the Kawich Mountains (Figure 9). Also shown are resource localities and patterns of movement. Note particularly the camps at Hot Springs (#44, today called Warm Springs); Breen Creek (#45); Horse Canyon (#46, also called Haws, Hawes or Longstreet Canyon); Reveille Mill (#47); and Rose Spring (#48, also includes the Sumner Spring located west of Cedar Pipeline Ranch.

As white ranchers and miners moved into the area in the latter half of the 1800s and first 2 decades of the 1900s, Western Shoshone camps and villages locations with a water source were supplanted by ranches, mines, and mills at places such as Breen Creek and Haws Canyon on the western edge of Stone Cabin Valley and Warm Springs and the Reveille Mill area in Reveille Valley. The Reveille Mill itself was initially constructed in 1869 to process ore from the Reveille district mines some 12 miles to the east in the Reveille Range because of the availability of a local water source (Hall 1999:219). A smaller mill had been constructed on the same site in 1867. Both of these mills operated for only a short time. The mill is located about 1.5 miles west of the proposed rail

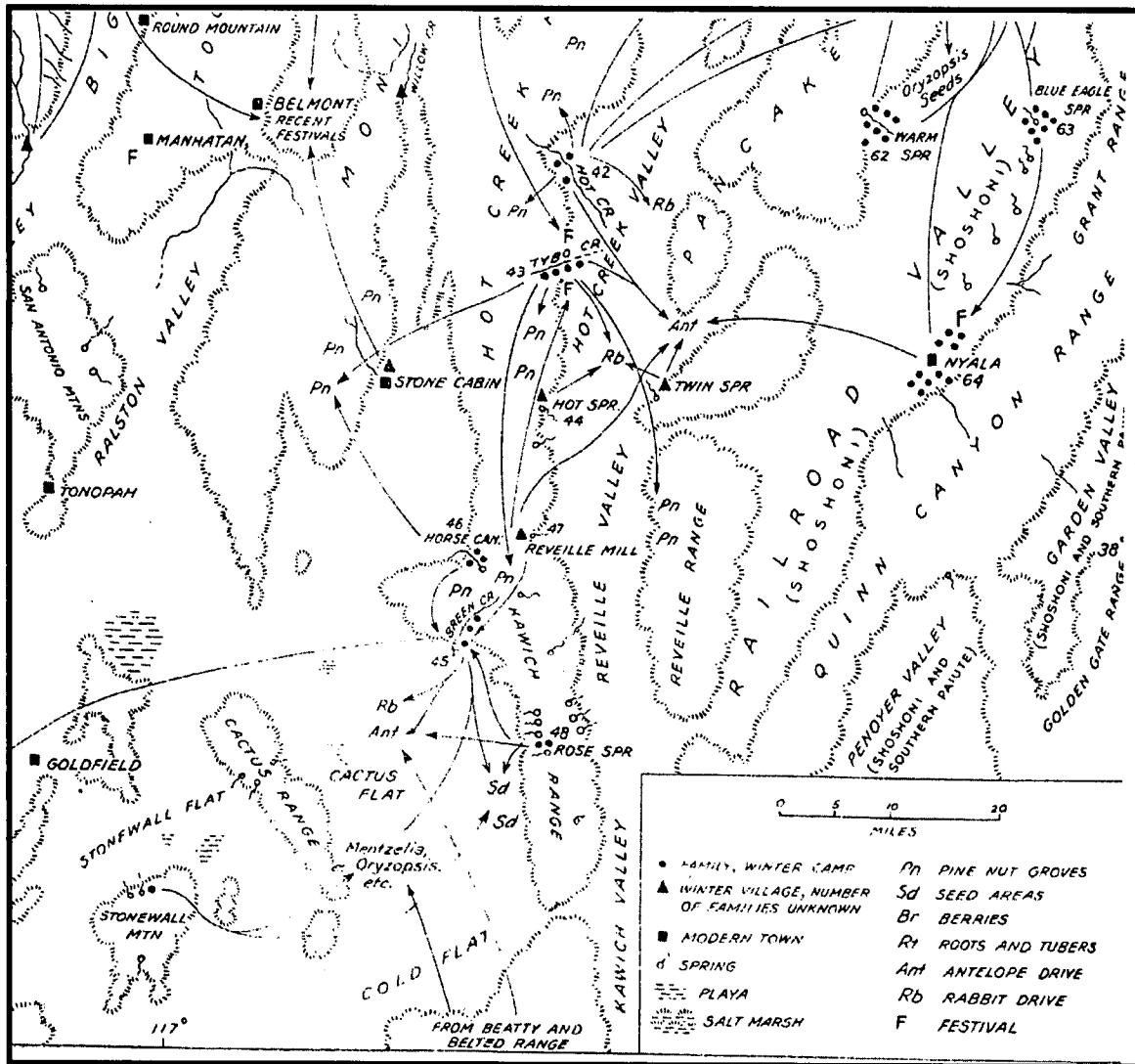


Figure 9. Map of Western Shoshone Family Winter Camps and Winter Villages in the Reveille Valley-Kawich Range-Stone Cabin Valley Region (Modified from Steward 1997:Figure 8)

alignment centerline. Farther south in Reveille Valley, the Cedar Pipeline Ranch was established in the valley floor, but water was piped from the Rose and Sumner Springs area where Western Shoshones had a winter camp (Haarklau 33-39). The springs were also used locally as watering places for cattle. Another Western Shoshone homestead was located at Georges Water, about 11 miles south of Reveille Mill (Zedeno et al. 2005:30).

As ranches became firmly established in both valleys after 1900 (see Section 3.2.2.4), Western Shoshones gained employment as ranch hands (Fallini 1987:21-22; McCracken and Howerton 1996:253-257; and Thompson 1990). Just west of the Reveille Mill, several Western Shoshone families continued to occupy a well watered locale until the

1940s (Figure 10). Among the last families to live at this place were the Petes, who subsequently moved north to Warm Springs (Figure 11). The Warm Springs locale itself identified by Steward (1997:111) was the location of several Western Shoshone winter encampments in the 1800s. The hot springs at Warm Springs (Figure 12) are a traditional healing and clay gathering place for Indian families throughout the region (Zedeno et al. 2005:28). The Caliente-Yucca Mountain Railroad would pass about 1.75 miles south of Warm Springs along the base of the mountains in the center of Figure 12 and westerly across Warm Springs Summit.

An important aspect of early twentieth century Western Shoshone culture was formal education that was received by the children who attended small schools established at ranches and other locales. In the vicinity of the study area, Indian children attended schools at Reveille Mill, Eden Creek, Warm Springs and Twin Springs in Reveille Valley, and at the Reed Ranch in Hawes Canyon in Stone Cabin Valley (Carroll 2005, personal communication; Slavin 1987:17; Zedeno et al. 2003:113-114).

The interconnected concept of the Kawich area cultural landscape has recently been advanced considerably by researchers at the University of Arizona. As reported by Zedeno and co-authors (2005:28-32), this area and the places noted above were connected by a network of far reaching social networks and physical trail systems. Additionally, Carroll (2004) establishes an inventive framework for delineating a cultural landscape for the Kawich Range and the adjoining areas through local Western Shoshone oral history. These studies comprise a suitable base from which to further define the ethnographic cultural landscape in this area that would be transected by the Caliente-Yucca Mountain Railroad.

#### **3.2.2.4 Reveille Valley-Stone Cabin Valley Rural Historic Ranching Landscape**

The historic ranching cultural landscape occupies much the same physical space as the ethnographic landscape discussed in the Section 3.2.2.3. Although earlier ranching existed in the general area, the historic ranching period in Reveille and Stone Cabin Valleys began in earnest around 1900 and the heyday lasted until about 1940.

At the beginning of the twentieth century ranching operations were being established at the Red Rock Ranch in Hawes Canyon by famed Nevada pioneer Jack Longstreet, the O.K. Reed Ranch in Cactus Flat in southern Stone Cabin Valley (Figure 13), and the Stone Cabin Ranch, operated by the Clifford family (Zanjani 1994:82-83).

In 1906, O.K. Reed purchased Longstreet's Red Rock Ranch and moved to Hawes Canyon. Reed, along with his brother Ed who lived at Cedar Pipeline Ranch in southern Reveille Valley (Figure 14) then initiated a large-scale ranching operation in the area under the name, "United Cattle and Packing Company" (McCracken and Howerton 1996:186-191; Slaven 1987:17-21). By the 1920s, the United Cattle and Packing Company encompassed some 3 million acres, including all of the present study area except for some small contemporaneous ranches, including the Fallini Family at Eden Creek in Reveille Valley and the Cliffords at Stone Cabin. Cattle on the Reed's operation would be rounded up and driven east to the railroad at Caliente. The United Cattle and Packing Company ceased operations about 1940, a victim of a combination of drought, the depression, and cattle rustling (McCracken and Howerton 1996:190).



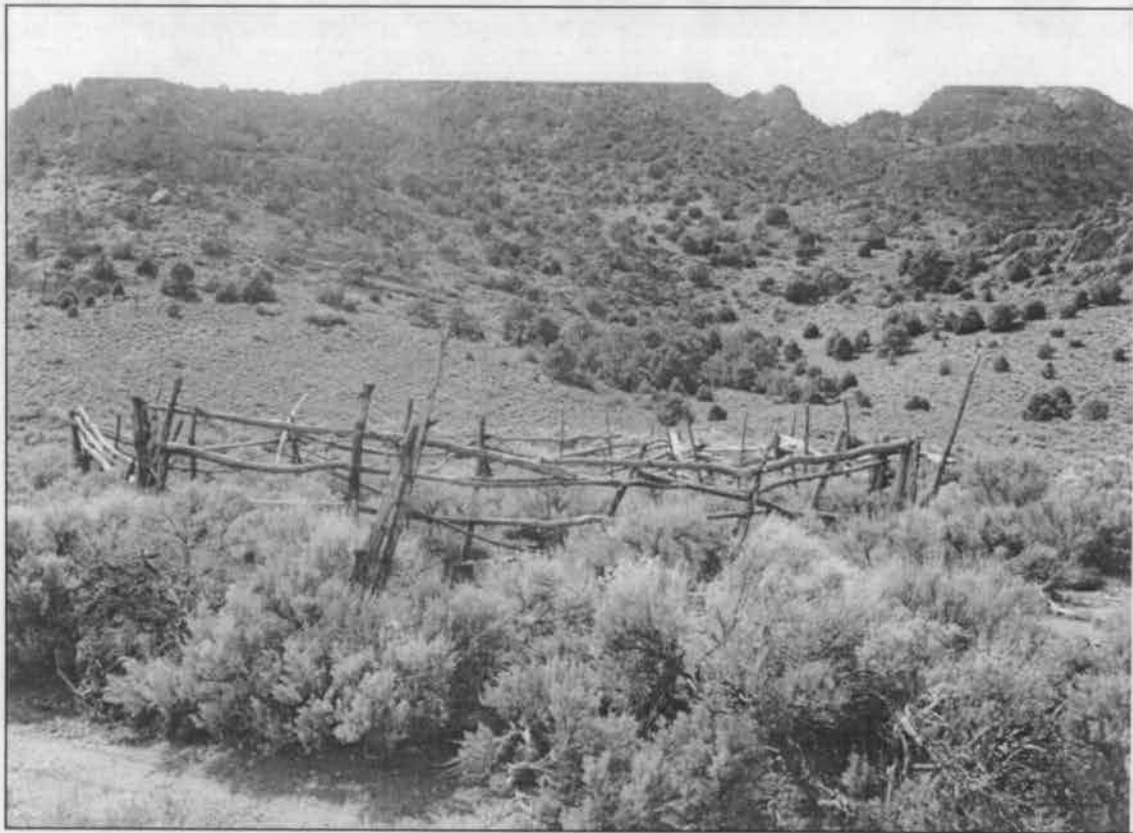
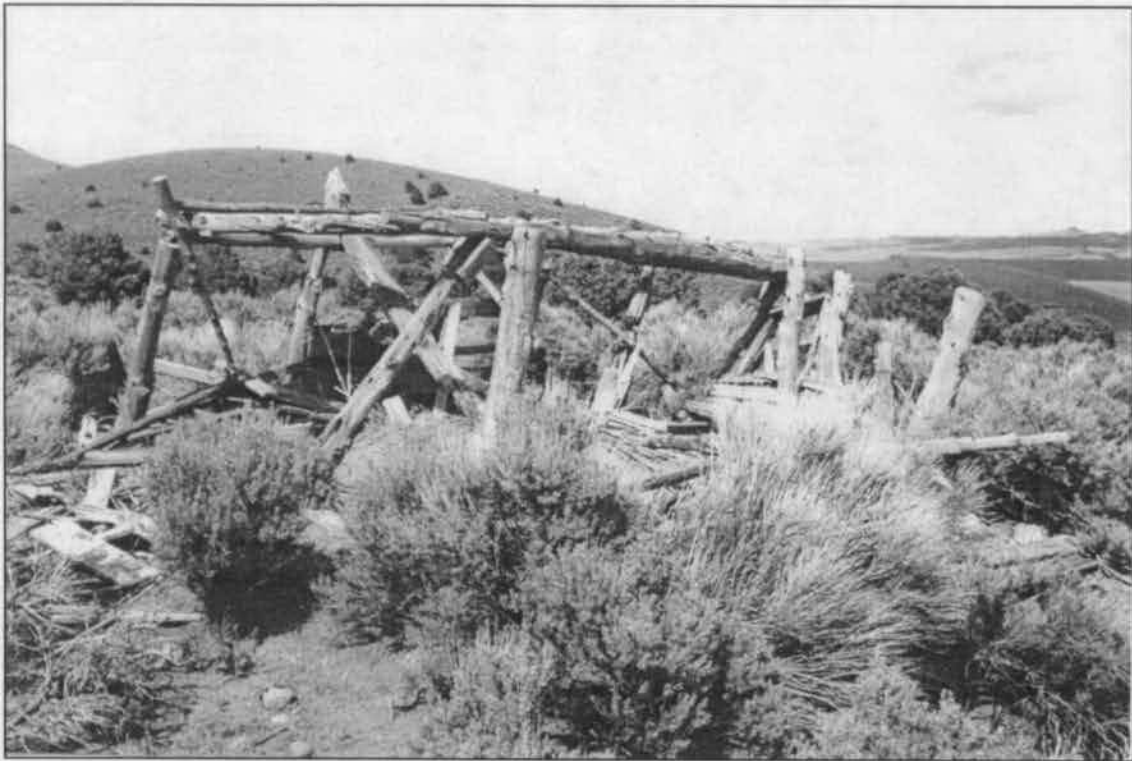


Figure 10. Two Views of the Western Shoshone Pete Family Homestead, Located about 1 mile West of the Reville Mill in Reville Valley

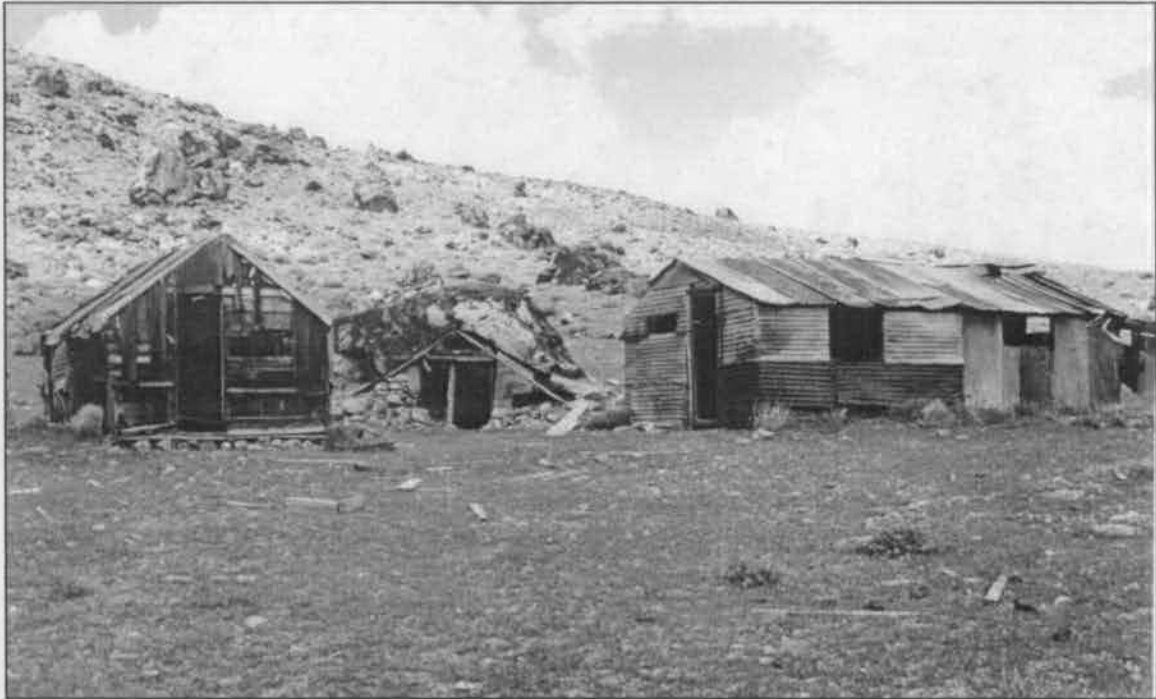


Figure 11. Western Shoshone Pete Family Residence and Outbuildings, Warm Springs

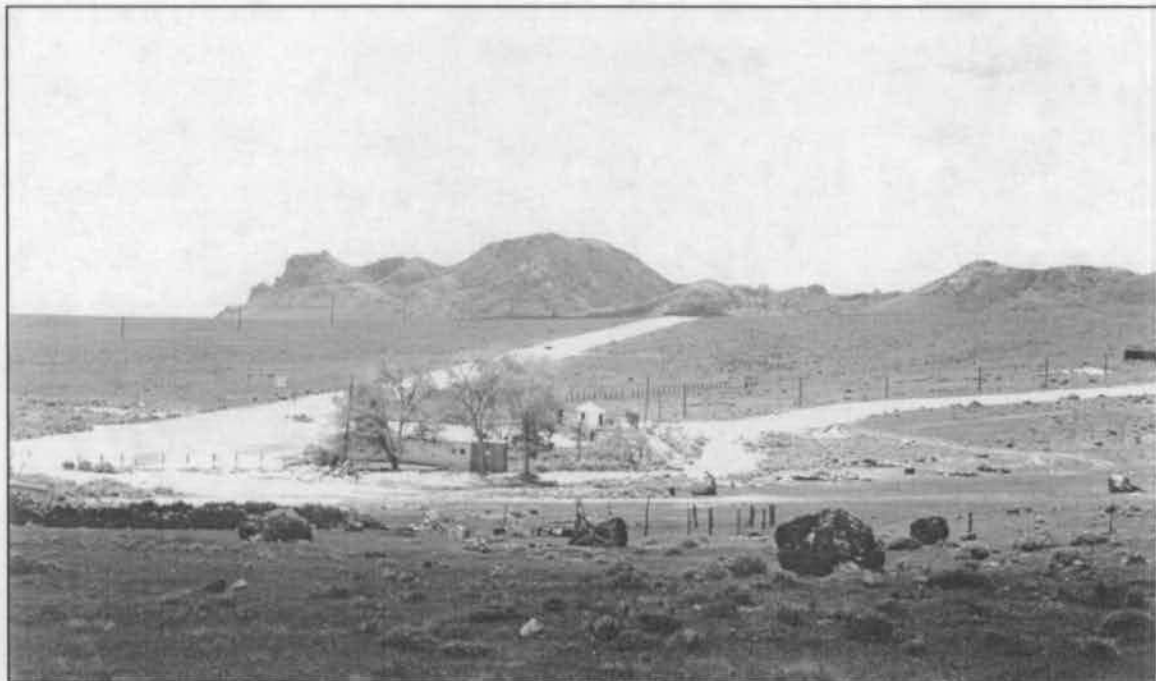


Figure 12. View of Warm Springs, Looking South from the Pete Family Residence, the Hot Springs Themselves are to the Right of the View

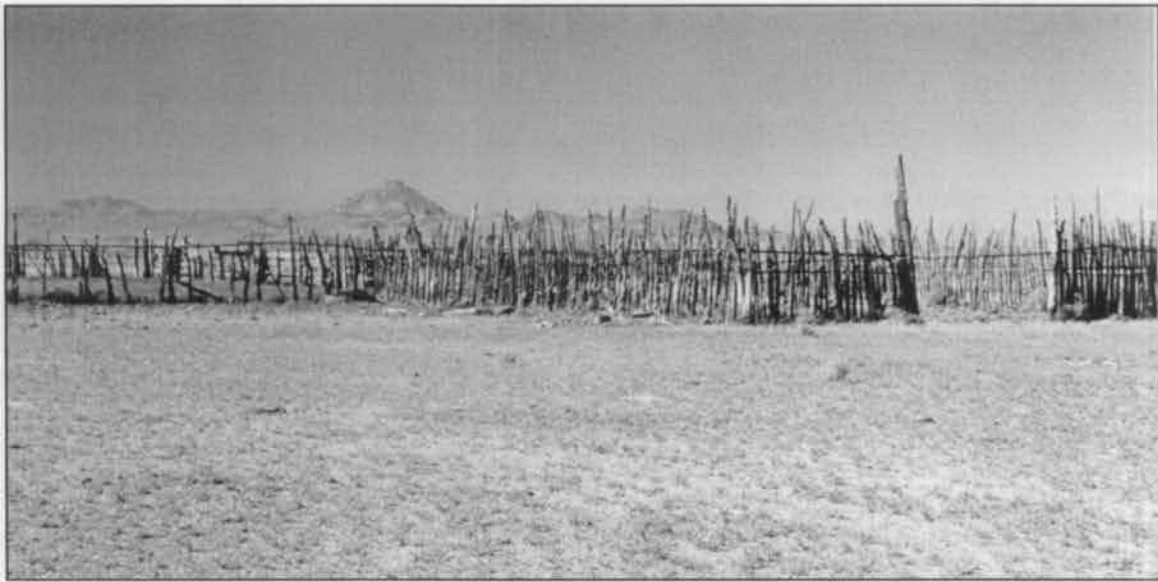


Figure 13. Wooden Corral at the Original Reed Ranch in Southern Stone Cabin Valley, less than 1 mile north of the Proposed Railroad Centerline



Figure 14. View to the South of the Cedar Pipeline Ranch in Southern Reveille Valley where Common Segment 2 of the Proposed Rail Alignment would Pass about 1.5 Miles North

A number of Western Shoshone families lived at the mouth of Hawes Canyon near the Reed Ranch (the former Longstreet Ranch), attending to chores at the ranch. Indian children attended a school there with the Reed and other white children (McCracken 1990a:159-161). Andy Thompson, a Western Shoshone who was born at Beatty in 1915, spent several years in the 1930s as a wrangler for O.K. Reed (Thompson 1990:4-11).

In Reveille Valley, Giovanni Fallini moved to Reveille Mill to open a small store and post office shortly after 1900 (Figure 15) and, in the 1920s homesteaded and built a ranch at the mouth of Eden Creek, about 6 miles southwest of Reveille Mill (Figure 16). During the heyday of the United Cattle and Packing Company, the Eden Ranch continued as a smaller operation and, at the time of the demise of the larger operation, was able to purchase much of its range and water rights, including the Cedar Pipeline Ranch (Fallini 2005). In the 1940s, the Fallini family moved its ranching headquarters northeast across Reveille Valley to the Twin Springs Ranch, an operation that had been originally settled around 1870. Today, the Fallini's Twin Springs Ranch continues its operations over much of the area in Reveille Valley that would be transected by the Caliente-Yucca Mountain Railroad, including some 2550 privately-owned acres.

The Reveille Valley-Stone Cabin Valley historic ranching cultural landscape includes a number of ranching related features, including abandoned ranches, trails and roads, wells and other stock watering improvements, branding areas, and corrals. Few of these historic features have been formally recorded or evaluated.

### **3.2.2.5 Reveille Range-Reveille Valley-Kawich Range-Eastern Stone Cabin Valley Historic Mining Landscape**

The historic mining cultural landscape that is transected by the proposed Caliente-Yucca Mountain includes some vestiges of the early mining period in the region, although the majority of mining activity in the area was associated with the later period of activity, occurring shortly after 1900. There are number of sources extant that provide geologic backgrounds and histories of the mines and mining districts in the vicinity of the study area for this historic landscape. These include: Ball 1907; Cornwall 1972; Ferguson 1917; Lincoln 1982; Hall 1999; Kleinhampel and Ziony 1984; Kral 1951; Paher 1970; 1999; Terrell 1987; Tingley 1992; and Tingley and Quade 1986. Additionally, Bowers and Muessig 1982 offer a general outline of historic mining activities in central Nevada. The following synopsis is based on these sources.

The potential historic mining landscape includes the Reveille mining district in the Reveille Range, the Reveille Mill in Reveille Valley, and several mines/districts located in the eastern and western foothills of the Kawich Range. In 1866, a Western Shoshone man named "Indian Jim" showed white prospectors valuable ore in the Reveille District. "Old Reveille" mines developed quickly and a small mill was built to process the ore. In 1869, a larger mill was constructed about 12 miles to the west in Reveille Valley to take advantage of a better source of water. The mill initially only operated less than a year, as mining activity at Old Reveille was sporadic. Struggling along, the last mines at Old Reveille were closed by 1880. Meanwhile, the Reveille Mill reopened in 1875 and once again closed in 1879. In 1883 the mill once again reopened for about a year to process tailings. By 1884, it had closed again. The original wagon road for hauling ore from the





Figure 15. Stone Corral at the Reveille Mill Site with the Eden Creek Ranch Ruins Located at the Base of the Mountains in the Center Distance



Figure 16. House at the Fallini Family Eden Creek Ranch

mining district to the Reveille Mill ran east-west in Reveille Valley, and would be intersected by the proposed Caliente-Yucca Mountain Railroad.

A more pronounced period of mining activity occurred in the area shortly after 1900 and extended to about 1920 by which time most of the mines had closed. During this period, mining operations were resumed in the Reveille District (New Reveille) of the Reveille Range, along the eastern foothills of the Kawich Range-Eden Creek (up canyon from the Eden Creek Ranch) and at Harriman to the south—and at several locations along the western edge of the Kawich Range (Clifford, Horseshoe, Bellehellen, Golden Arrow, and Blake's Camp). The Reveille Mill reopened in 1904 in response to initial discoveries at New Reveille, and operated off and on until 1948.

Today, the Reveille Mill is characterized by ruins of the mill and associated features (see Figure 15 and report cover photo), including the remains of wood buildings. According to Hall (1999:220) there is a small cemetery at the site, containing two graves. The mill site is located about 1.5 miles west of the proposed rail alignment centerline.

In Stone Cabin Valley, the Clifford District is located less than 0.25 mile east of the proposed rail alignment centerline (Figure 17). This mine was discovered by Johnny Peavine, a Western Shoshone from Tonopah, in 1905 and then developed by the Clifford brothers from the Stone Cabin Ranch (Hall 1999:198). The Cliffords sold their claims in 1905 and soon thereafter the mine boomed for the next 3 years, reaching a peak population of about 500 in 1908. At that time, there were about 100 houses and numerous tents, along with saloons, a large dance hall, stores, and a number of boardinghouses (Hall 1999:199). By the following year, the good ore had been mined and Clifford began to close down. Intermittent mining continued from the mid 1920s for about 20 years.

Today, the Clifford Mine is an unrecorded cultural resource property. Excellent maps of the original town site (Tilden 1906) and the horizontal and vertical mine features (Black 1921) are located in the archival files at the Central Nevada Museum in Tonopah.

#### **3.2.2.6 Goldfield Hills Ethnographic Landscape**

The potential Goldfield Hills ethnographic cultural landscape includes the area in and around the town of Goldfield, from the base of Malpais Mesa on the west extending east to the vicinity of the boundary of the Nevada Test and Training Range. The northern boundary is not well defined, but probably does not extend very far north of the town. The southern boundary would be Goldfield Summit in the Goldfield Hills. This landscape is roughly coincident with the historic mining landscape discussed in the next section. In general, the ethnographic landscape in this area is not well known, due primarily to a lack of research and studies. However, based on available information outlined below it would appear reasonable to designate a potential cultural landscape for this area.

In his classic study of Western Shoshone sociopolitical groupings, Steward (1997:69) admits that his data for this area were incomplete based on a sparse population for the area in the late 1800s and the fact that few of his informants were knowledgeable about



Figure 17. Two Views of Architectural Remains at Clifford Located Adjacent to the Rail Alignment Study Area in Stone Cabin Valley

the district. Nonetheless, he identified the location of a winter village at three springs located a few miles east of the town of Goldfield (Figure 20, #34). These springs are today called Cole Spring, Willow Spring, and Wildhorse Spring, and are located about 0.25, 0.5, and 1.75 miles, respectively, northeast of the Goldfield Alternative 5 centerline.

Cultural remains have been recorded at each spring. Based on available information, Wildhorse Spring (26NY1446), which is located just inside the Nevada Test and Training Range, appears to exhibit the most cultural significance. There, Haarklau (2003) identifies architectural and artifactual evidence of an ethnohistoric period (ca. 1883 to 1913) Western Shoshone winter camp. This spring and the surrounding area was also been briefly visited by a group of American Indian specialists (American Indian Ethnography Team 2000) which reiterated the importance of all three springs and the associated resources for the region's Indian peoples. Cultural remains have also been recorded at the other two springs in this complex, with a rock shelter and other evidence of prehistoric, ethnohistoric, and historic use indicated at Willow Springs (26ES857 and 961).

(Figure 18). At Cole Spring (26ES960), a light scatter of prehistoric and historic debris has been recorded. It can also be noted that Haarklau and co-authors (2005:30-32) have identified a source area for obsidian nodules in the eastern sector of the Goldfield Hills, about 5 miles east of Willow Springs.

In the vicinity of Goldfield proper, Rabbit Spring (26ES10), located in 1955 at the southwest edge of town and just west of the Goldfield 4 Alternative Segment, was recorded as an aboriginal campsite (rock shelter) and workshop area. Zanjani (1992:1-5) notes that a Western Shoshone man named Tom Fisherman and his family were camped at Rabbit Spring in 1902. Fisherman played a primary role in the founding of Goldfield by pointing out the location of rich ore to two men from Tonopah which subsequently led to one of the most significant mining developments in the region. One of the Tonopah developers was Harry Stimler, also one-half Western Shoshone.

The area located west of Goldfield that lies below the escarpment of Malpais Mesa exhibits a good deal of additional evidence of American Indian use and occupation. Field reconnaissance of the Goldfield 4 Alternative Segment identified a number of unrecorded boulder rock shelters (Figure 18) with artifact debris, lithic scatters, and at least one large boulder with rock art (Figure 19). Of added significance, the so-called pauper's cemetery that is immediately east the Goldfield 4 Alternative centerline includes a recently-marked grave that is apparently that of an Indian lady (Figure 19) who passed away in 1908.

In many of the Nevada mining camps and towns American Indians played important roles as labor sources for the mines and other work. Many mines and mining districts were first discovered by Indians who rarely gained any credit for their efforts. In contrast, Zanjani (1992:95-96) observes that Indians apparently were less numerous and played a lesser role in Goldfield, doing odd jobs around town and selling pine nuts, firewood, and crafts. A few Indians lived in huts in the "gully," a low lying area located





Figure 18. Goldfield Hills Ethnographic Landscape Features: Top—Willow Springs; Bottom—Unrecorded Boulder Rock Shelter Just West of Goldfield



Figure 19. Goldfield Hills Ethnographic Landscape: Top–Rock Art Boulder, west of the Goldfield; Bottom–Marked Grave in Goldfield Cemetery

northwest of the downtown area, but were impacted by a flood in 1913 and apparently permanently departed the town at that time (Zanjani 1992:95).

### **3.2.2.7 Goldfield Historic Mining Landscape**

The history of Goldfield (Figure 20), one of the last and greatest mining boom towns of Nevada has been well documented (see Elliott 1966; Glasscock 1988; Kendall 1980; Paher 1977; Shamberger 1982; Shearer 1905; and Zanjani 1992, 2002), and is not repeated in this report. However, there are some features of the larger historic landscape setting that deserve brief mention as they relate to the proposed alignment for the Caliente-Yucca Mountain Railroad. Each of these applies to the Goldfield 4 alternative alignment.

The first of these is the existence of the National Register-listed District that occupies the downtown part of Goldfield. Nominated and listed in the early 1980s (Janus and Associates 1982), this district includes about 35 city blocks of what once comprised the central portion of the original townsite. The western edge of the designated district is about 0.5 mile east of the Goldfield 4 Alternative centerline (see Figure 20). The proposed Caliente-Yucca Mountain Railroad would pass the town of Goldfield between the dirt road in the foreground of the photo in Figure 20 and the edge of town.

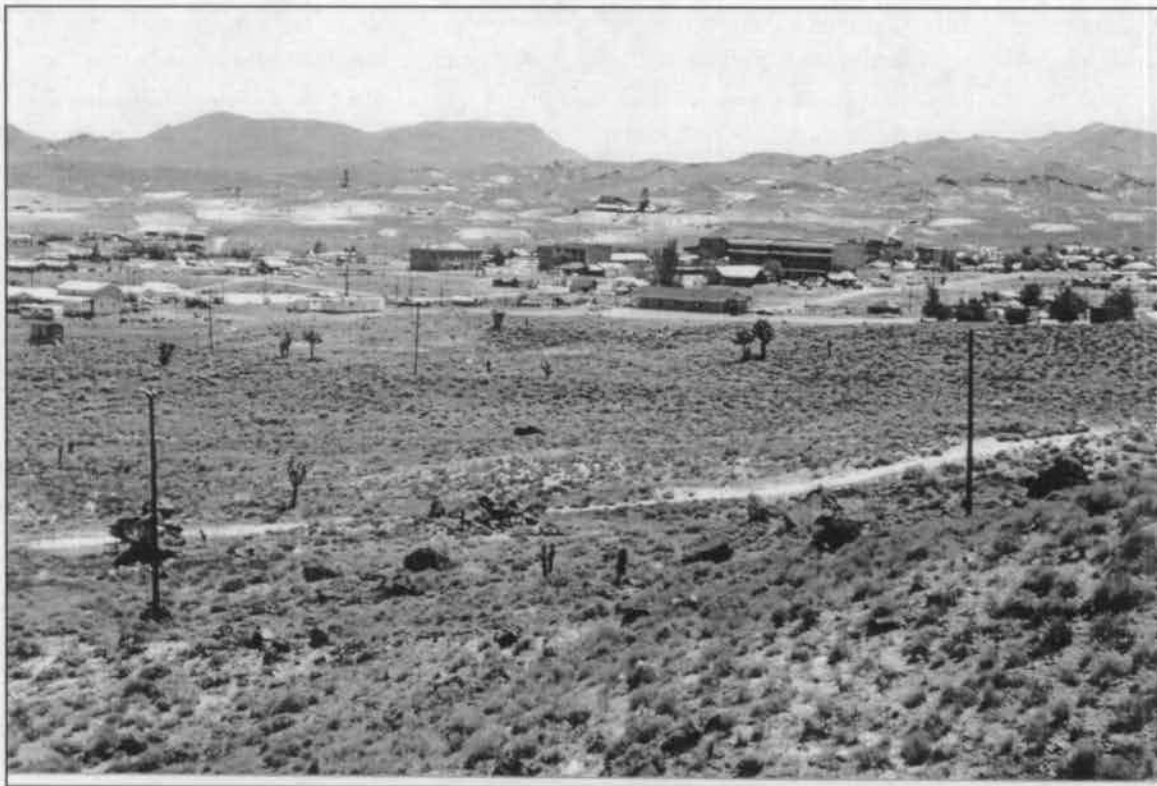


Figure 20. View to the East Showing the Town of Goldfield and Numerous Mines and Workings Outside of Town and the Larger Buildings in the Center of Town that Comprise the National Register-listed Downtown Goldfield Historic District

In the area between the western edge of Goldfield and the base of Malpais Mesa through which the proposed rail alignment would transect on a north-south axis, there are a number of known but unrecorded historic sites and others that currently unidentified but could be expected given the level of historic activities associated with the town. For example, known sites include remains of historic architectural features at Slaughterhouse Spring, an early vegetable garden and associated structure, and the location of the Gardner Mill (1905-1909), located just north of Rabbit Springs. Field reconnaissance of this alternative rail alignment revealed the presence of scattered foundations, tent platforms, claims, diggings, and other historic features and debris throughout the area. In addition, Shamberger (1982:Map 5) notes the presence of some "1903-1904 dugouts" located further north of the Gardner Mill location that could be in close proximity to the proposed rail alignment.

Two extensive cultural features located in the west Goldfield area deserve special mention. The first of these is the Goldfield historic dump that has been recorded as 26ES726, and evaluated as being potentially eligible for listing in the National Register. The dump covers a large area, surrounding the present Goldfield Cemetery. The Goldfield 4 Alternative segment would pass through the western sector of this site.

The second feature is that of the Goldfield Cemetery(ies) that lie immediately west of town and probably just east of the proposed alignment. Based on review of the literature and discussions with a local Goldfield historian, the precise location and history of the cemeteries is not fully understood. The Goldfield Cemetery proper is today fenced and includes at the west side a pauper's cemetery (Figure 21) that would be adjacent to the rail alignment right-of-way. A dense prehistoric lithic scatter was noted on the west perimeter of this cemetery area. Goldfield's cemeteries are included in two historic Nevada cemetery surveys (Ferrel and Ferrel 1997; Taylor 1986), each of which includes listings of grave markers. According to the Ferrels (1997:155) there are 7 separate cemeteries in the vicinity, including Goldfield Cemeteries #1-3, the Elks Rest Cemetery, the Knights of Pythias Cemetery, the I.O.O.F & F.M. Cemetery, and the Sacred Heart Cemetery. Of potential importance to the proposed rail alignment project, there is an unmarked cemetery located north of the fenced cemetery which contains an unknown number of graves, some of them barely discernible on the surface, and that has unknown boundaries (Figure 21). A local historian believes these may be early Goldfield graves that were moved from an area in the west part of town due to construction. Shamberger (1982:101), for example, observes that a 1907 town map shows some graves in the area where the Las Vegas and Tonopah Railroad yards would later be located. The proposed Caliente-Yucca Mountain Railroad would pass between the pauper's and the unmarked cemeteries and the base of Malpais Mesa shown in the background of the photo in Figure 21.

#### **3.2.2.8 Upper Oasis Valley Ethnographic Landscape**

The upper end of Oasis Valley, located northeast of Beatty is crossed by two alternative segments of the rail alignment, Oasis Valley 1 and Oasis Valley 3. This potential cultural landscape is defined spatially by the stretch of the Amargosa River drainage from the mouth of Thirsty Canyon on the east and the constriction through which the river flows just south of Oasis Mountain on the west. In terms of both natural and cultural settings,





Figure 21. Cemeteries Located West of Goldfield: Top—Unmarked Cemetery in Foreground; Bottom—Pauper's Cemetery Located at West Side of Goldfield Cemetery

this part of the Oasis Valley is but a component of larger geographic and cultural divisions. It is defined in this report only as it relates specifically to the rail alignment.

Oasis Valley itself includes not only the section included in this potential landscape but all of the Amargosa River drainage extending southward to the town of Beatty and beyond. Following Steward's analysis (1997:93-99), in the 1870s the Oasis Valley was the traditional core of the Western Shoshone Ogwepi District, a grouping of families, extended families, and villages that occupied and utilized extensive territories. According to Steward's delineation, this district extended eastward to the area of Fortymile Wash, and includes Yucca Mountain itself. Steward's mapping of single-family residences and winter village locations (Figure 22) shows a string of home places along the Amargosa River north of Beatty (#s 49 to 54). Of interest to the study area are the uppermost two a winter village indicated at the head of Oasis Valley (#49) and a single family-residence (#50) shown at the south end of Oasis Mountain. Rail alignment segments Oasis Valley Alternatives 3 and 1 pass in the vicinity of these places, respectively.

Steward's designates village #49 as Indian Camp. An abandoned historic Ranch (referred to as Colson on some maps; see Figure 23) is located at this place. This location is well identified. Ball's 1907 map of the area (1983) identifies this place by the same name, and it is designated in that manner on recent atlases. Field reconnaissance of this area revealed the presence of aboriginal artifacts and features co-located with the historic ranch. Oasis Valley Alternative Segment 3 passes about 0.5 mile east of the site.

The precise location of Steward's family residence #50 is more problematical, but can be narrowed to a small area. Steward (1997:94) locates this place at the Howell Ranch, near Springdale. The Howell Ranch on Ball's 1907 map is indicated as the first one just to the west and south of the constriction south of Oasis Mountain. Another ranch is located just east of the constricted area in a well watered location. This place was known until recently as the Coffey Ranch, but was purchased in 2004 and renamed the Beatty Cattle Company. On Ball's early map, this site is called the Pettus Place. A reconnaissance level inventory in 1990 recorded a large archaeological site (26NY9042) in the vicinity of the then-named Coffey Ranch and the investigator tentatively identified this location as one of Steward's camps. In that the former Howell Ranch and the Pettus/coffey Ranch are relatively close together, separated only by the constricted area at the south end of Oasis Mountain, and the fact the both area contain springs, it seem likely that both locations would have been used by Western Shoshones in the past, possibly living close to both ranches in the period after 1900.

Recent research by Richard Stoffle and his associates at the University of Arizona (Carroll and Stoffle 2004; Stoffle et al. 2005) has expanded Steward's Ogwepi District concept to a larger geographic entity called the "Black Mountain District." This larger spatial unit retains Oasis Valley one core residential area, but significantly expands the interaction sphere for social, political and economic parameters, and by further emphasizing interactions with adjoining districts. In this scenario, the upper Oasis Valley ethnographic landscape must be considered at this point as but one poorly identified

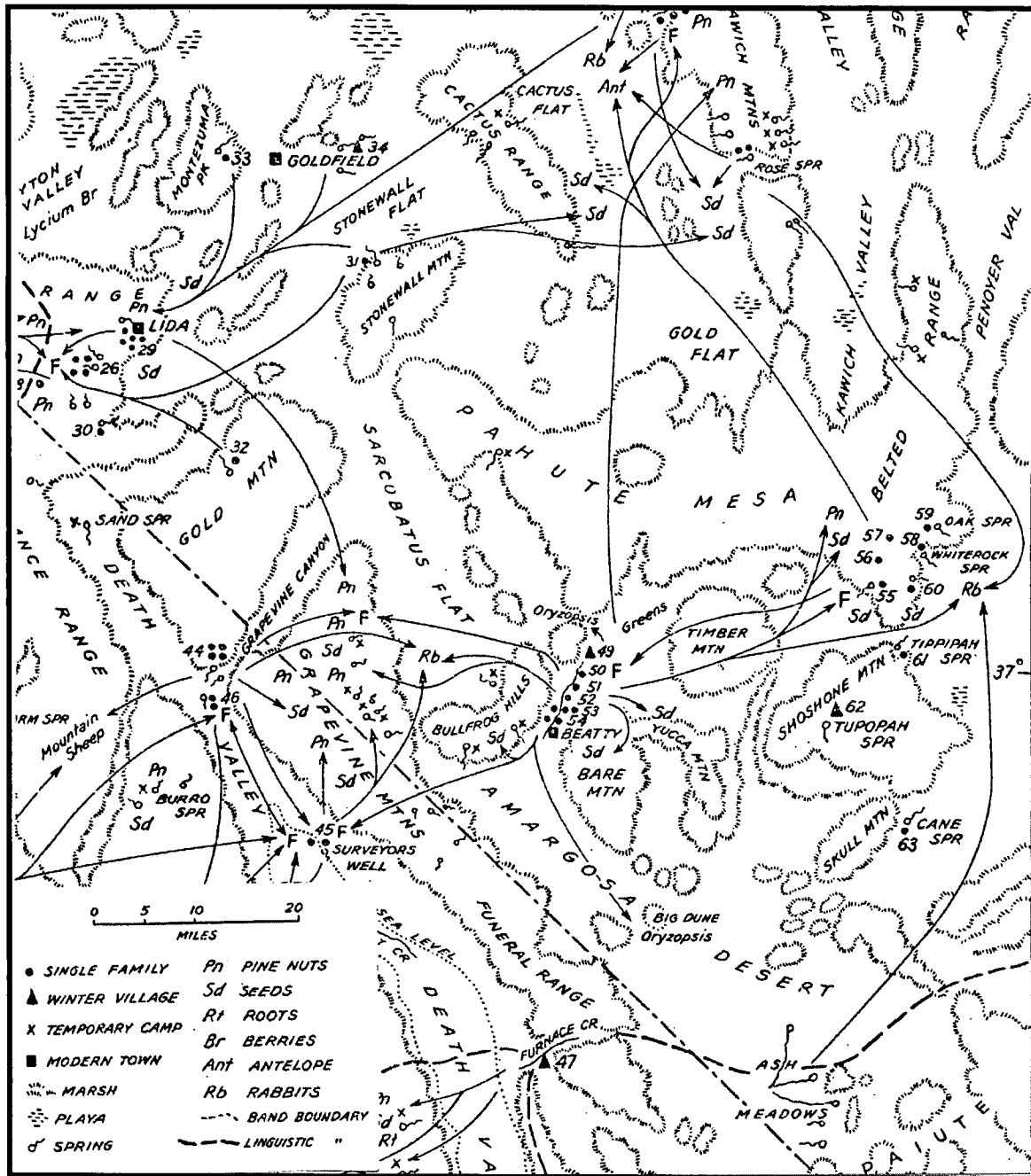


Figure 22. Steward's Map of Western Shoshone Villages in the Vicinity of Beatty, Nevada, and the Surrounding Area (modified from Steward 1997:Figure 7)

component of a larger social interaction sphere. One aspect of this important research has identified the central cultural importance of Black Mountain, located about 11 miles north of upper Oasis Valley, within the district and has recognized cultural connections to other culturally important places, including Oasis Valley. Upper Oasis Valley is identified as a place for travel between Black Mountain and Oasis Valley proper.

### 3.2.2.9 Upper Oasis Valley Rural Historic Ranching Landscape

The Upper Oasis Valley rural historic ranching landscape is co-located with the ethnographic landscape and includes the two ranches identified on Ball's map as Indian Camp at the head of Oasis Valley (Figure 23) and the Pettus Ranch (more recently the Coffey Ranch). The latter has recently been purchased and renamed the Beatty Cattle Company, and includes the Indian Camp Ranch in its holdings as well.



Figure 23. Indian Camp/Colson's Ranch, Located at the Head of Oasis Valley, Looking South

One possible but currently unverified aspect of the potential Upper Oasis Valley ranching landscape is the location of well known Nevada pioneer Jack Longstreet's early homestead. Prior to moving to Stone Cabin Valley and the Red Rock Ranch, about 1890 Longstreet homesteaded in Oasis Valley for a short time. According to Zanjani (1994:48-49), Longstreet took a 160-acre homestead on the "upper end of Oasis Valley" where he raised hay and kept a few horses and cattle. Whether or not this early Longstreet homestead is located in the Upper Oasis Valley ranching landscape awaits final determination.



## **4.0 CULTURAL RESOURCES BY RAIL ALIGNMENT/SEGMENT**

This chapter provides the results of the extensive site file and literature searches for the Caliente-Yucca Mountain Railroad study area. The information is presented in three data categories: (1) summary results for the site files searches for previously recorded archaeological and historical sites; (2) a listing of archaeological and historic properties that have been registered in either national or state level registries; and (3) a summary list of individual cultural resources that have either been recorded or identified along individual common segments or alternative alignments.

### **4.1 Site File Search Results for the 2 Mile-Wide Study Area**

Site file searches for the rail alignment study area were conducted at the Southern Nevada Site Repository, Harry Reid Center for Environmental Studies, University of Nevada, Las Vegas. Initially, a site file search was completed in the fall of 2004 for a 1 mile-wide corridor, centered on the proposed centerline. In the spring of 2005 the site file search corridor was extended to a mile on either side of the centerline. In support of the Rail Alignment EIS, the following data categories were used for the site file searches: site number, location, U.S. Geological Survey quadrangle map, site type, site age, and site significance (National Register evaluation). Specific site (cadastral or coordinates) locations are not included in this document

The summary results for prehistoric and historic sites are indicated in Tables 4 and 5. Individual resources by either common segment or alternative alignment are listed in Appendix 2.

### **4.2 Registered and Marked Historic Properties**

A number of historic and archaeological properties in Lincoln and Nye Counties have been listed in the National Register of Historic Places, or have received state level registration of some type. Those proximal to the proposed Caliente-Yucca Mountain Railroad are listed in Table 6. The most important of these are two National Register-listed properties; the Union Pacific Depot in Caliente (Figure 24) and the Goldfield Downtown Historic District (Figure 25). Additionally, several pending National Register nominations in both counties are on file at the Southern Nevada Site Repository in Las Vegas. Each of these pending properties is located several miles from the proposed rail alignment.

### **4.3 Recorded and Known but Unrecorded Cultural Resources by Alignment/Segment**

Those archaeological and historical sites that have either been recorded by previous cultural resources inventories or have been identified as a result of the literature searches are listed below for each of the 19 common segments and alternative alignments.

#### **4.3.1 Eccles Alternative Alignment**

Hanging Tree—Local legend asserts that a dead cottonwood located on the western part of the area where the Eccles Interchange Facility would be constructed. The American Indian Writers Subgroup (2005:23) believes that if this is factual, Indian people may have lost their lives at this place. While it is true that hangings of Indians were documented in

Table 4. Previously Recorded Prehistoric Archaeological Sites in the 2 Mile-Wide Study Area

Site Type	Number of Sites	Eligible <sup>a</sup>	Not Eligible	Unevaluated
Rockshelter	12	3		9
Campsite	13	8		5
Lithic scatter	133	8	59	67
Rock art	4	3		1
Extractive	19	1	8	10
Isolates <sup>b</sup>	116	0	116	0
Other:				
Rock ring	2			2
Rock features	4	3	1	
Hearth	1			
Unknown	15			15
Totals	319	26	184	109

Notes: Data from a site-file search at Southern Nevada Site Survey Repository, Harry Reid Center for Environmental Studies, University of Nevada, Las Vegas

<sup>a</sup> Eligibility determinations taken from archaeological site forms on file, as evaluated against significance criteria for potential eligibility for the National Register of Historic Places.

<sup>b</sup> Isolates include artifact occurrences that have been given a site number in the Nevada state-wide archaeological recording system. Isolates are generally considered ineligible for the National Register of Historic Places.

Panaca in 1866 and Clover Valley (probably farther east near Barclay) in 1865 (Lee and Wadsworth 1966), there is no current information that supports hanging of Indians at the Eccles "hanging tree."

Eccles Siding—The Eccles Siding was established in Clover Creek about 1900, and probably named for David Eccles, an early railroad owner from Ogden, Utah. Much of the Union Pacific track in the vicinity of Eccles suffered damage from floods in Clover Creek in 1907, 1910, and 1938.

Eccles Perlite Deposit—Cochran (1951) identifies a potential mine source of perlite in the vicinity Eccles. Whether or not this mine was actually developed is not known at this time.

Table 5. Previously Recorded Historic Archaeological Sites in the 2 Mile-wide Study Area

Site Type	Number of Sites	Eligible <sup>a</sup>	Not Eligible	Unevaluated
Ranch	2			2
Dump	6	1	5	
Trash scatter	9		3	6
Cemetery	1	1		
Railroad	6	4; one depot listed on National Register		2
Campsite	1		1	
Prospect/mine	9	1	4	4
Habitation	3	2	1	
Town/Features	3	3; one listed on National Register		
Road	2		2	
Isolates <sup>b</sup>	5		5	
Totals	47	12	21	14

Notes: Data from site-file search at Southern Nevada Site Survey Repository, Harry Reid Center for Environmental Studies, University of Nevada, Las Vegas.

<sup>a</sup> Eligibility determinations taken from archaeological site forms on file, as evaluated against significance criteria for potential eligibility for the National Register of Historic Places.

<sup>b</sup> Isolates include artifact occurrences that have been given a site number in the Nevada state-wide archaeological recording system.

Union Pacific Railroad—The history of the construction and operation of the Union Pacific mainline through Clover Valley is told by Myrick (1963) and Signor (1988). The possible existence of historic sites or artifacts associated with the construction phase (ca. 1900 to 01) in the vicinity of Eccles has not been determined.



Figure 24. View of the National Register-listed Caliente Union Pacific Depot, Located about 0.55 Miles Southwest of the Proposed Caliente Interchange Facility



Figure 25. View of the Goldfield Hotel Building, a Significant Feature of the National Register-listed Goldfield Downtown Historic District Located about 0.75 Mile East of the Goldfield 4 Alternative Alignment Centerline

Table 6. Registered and Marked Historic Properties in the Vicinity of the Rail Alignment Study Area

County	Property Name/ Age	Nevada State		Nevada Historical Marker Program	National Register of Historic Places	Rail Alignment Segment/Distance from Property
		Register of Historic Places	Places			
Lincoln	Union Pacific Depot, 100 Depot Avenue, Caliente-1923			X No. 249	X 03/05/74	Caliente-about 1 mile to the north
	Smith (Scott) Hotel, Corner of Front and Spring Streets, Caliente		X 04/05/91			Caliente-less than 1 mile
	Caliente (Culverwell's Ranch)			X No. 55		Caliente-less than 1 mile
	Panaca-1864			X No. 39		Caliente, Eccles, Common Segment 1- about 3 miles to the south
	Panaca Mercantile Store-1868			X No. 93		Caliente, Eccles, Common Segment 1- about 3 miles to the south
	Panaca Mormon Ward Chapel-1867- 1868			X No. 182		Caliente, Eccles, Common Segment 1- about 3 miles to the south

Table 6. Registered and Marked Historic Properties in the Vicinity of the Rail Alignment Study Area (Continued)

County	Property Name/ Age	Nevada State		Nevada Historical Marker Program	National Register of Historic Places	Rail Alignment Segment/Distance from Property
		Register of Historic Places	Places			
Lincoln, continued	Panaca Spring			X No. 160		Caliente, Eccles, Common Segment 1– about 4 miles to the south
	Bullionville–1870			X No. 203		Caliente, Eccles, Common Segment 1– about 4 miles to the south
	White River Narrows Archaeological District			X 03/04/81	X 08/01/78	Common Segment 1– about 8 miles to the northeast
	Tonopah Multiple Resource Area Historic District			X No. 15	X 05/20/82	Common Segment 3– about 15 miles to the southeast
	Mizpah Hotel, 100 Main Street, Tonopah		X 06/05/81		X Part of the MRA	Common Segment 3– about 15 miles to the southeast
	Mizpah Mine, Tonopah		X 06/05/81			Common Segment 3– about 15 miles to the southeast
Nye	Beatty, ca. 1900			X No. 173		Common Segment 6– about 7 miles to the northeast

Table 6. Registered and Marked Historic Properties in the Vicinity of the Rail Alignment Study Area (Continued)

County	Property Name/ Age	Nevada State Register of Historic Places	Nevada Historical Marker Program	National Register of Historic Places	Rail Alignment Segment/Distance from Property
Nye, continued	Old Boundary (Nevada's Southern Boundary, 1861 to 1867:37 <sup>th</sup> degree north latitude)—about 6 miles north of Beatty		X No. 58		Common Segment 6— intersects the line
Esmeralda	Goldfield Historic District, bounded by Fifth Street, Miners, sundog, Crystal, and Elliott Avenues			X 06/14/82	Goldfield Alternative Segment 4—less than 1 mile to the west; Goldfield 5 about 3.5 miles to the east
	Goldfield Hotel, S.E. corner of Crook Avenue and Columbus Street, Goldfield	X 03/04/81	X No. 14	X Part of District	Goldfield Alternative Segment 4—less than 1 mile to the west; Goldfield 5 about 3.5 miles to the east
	Southern Nevada Consolidated Telephone-Telegraph company Building, 206 East Ramson Street, Goldfield— 1906		X No. 242		Goldfield Alternative Segment 4—less than 1 mile to the west; Goldfield 5 about 3.5 miles to the east

#### 4.3.2 Caliente Alternative Alignment

Caliente and Pioche Railroad Abandoned Line—This historic site is the abandoned berm of the Caliente and Pioche Railroad extends from the north part of Caliente northward to Panaca and on to Pioche. The Caliente Alternative Alignment would follow this feature from the point where it departs from the Union Pacific Mainline north up Meadow Valley to the point where it joins Common Segment 1. Construction on the Caliente and Pioche Railroad began in 1906 and the first outbound train ran in November of 1907. The line was used until 1984; the tracks and ties were removed by 1986.

The railroad berm was recorded as 26LN3670 in 1990. The recorders note the existence of 10 remaining trestle bridges along the linear feature, several of which occur in the stretch that would be occupied by the proposed Caliente-Yucca Mountain Railroad (Figure 26). None of these engineering features has been fully recorded. Based on the remaining integrity and historical values, the recorders recommended that the abandoned rail line was potentially eligible for listing in the National Register.



Figure 26. Wooden Trestle Along the Abandoned Caliente and Pioche Railroad Located in the Indian Cove Area, Just North of Caliente

Caliente—The town of Caliente is located at the point where Clover Valley and Meadow Valley meet (Averette 1995, Roske and Planzo 1978). The area was originally known as Dutch Flat and was first settled in the early 1970s with the establishment of the Jackman Ranch. In 1874, William Culverwell began to purchase the surrounding land and set up the Culverwell Ranch which grew and supplied hay to markets in the nearby mining camps. When the railroad came to the area in 1901, the location was briefly called



Clover Junction, and then the town of Calientes, named for the hot springs, was laid out with the post office established on August 3, 1901. In 1903, the "s" was eliminated from the town's name.

Caliente Railroad Features—Soon after the arrival of the railroad, Caliente was designated as a division point for the railroad. Located in the northern part of the town were a number of railroad-related activities and structures (Figures 27 and 28). Included were a roundhouse (removed in 1970), powerhouse (steam engine servicing facility), tool house, store house, stockyards, and oil storage tank. Nearby, to the east, was a row of 24 company houses and the original depot building which would become a hospital when the new depot was constructed to the south in 1923. All of these buildings and structures were located to the east and west of the wye where the Caliente and Pioche joined the Union Pacific, which would be the same general area that the proposed Caliente-Yucca Mountain Railroad would tie in to the Union Pacific Mainline if the Caliente alternative alignment is selected over the Eccles option. Today, nearly all of these structures have disappeared; however, it can be anticipated that subsurface historic archaeological contexts could remain in the area.

Early Caliente Ranches—Aside from the Jackman and Culverwell Ranches that were located in the vicinity of present-day Caliente, there were early ranches north of town that could occur along the proposed rail alignment (Caliente and Pioche Railroad line). Following Averill's brief discussion (1995), a Mormon Bishop by the name of Phil Klingensmith started a ranch at Dutch Flat where Clover Creek and Meadow Valley Wash meet. The next ranch to be started in the area was just north of Indian Cove by the Barton Family, which later became the Yoacham Ranch that shows on maps as being adjacent to the Caliente and Pioche Railroad. The precise location of this ranch and its physical relationship to the proposed rail alignment is not known at this point.

Caliente Hot Springs—The hot springs for which Caliente is known for are located at the south end of Indian Cove, just northeast of the junction of Clover Creek and Meadow Valley Wash and a metal bridge that was part of the Caliente and Pioche Railroad. Today, a motel and hot springs bath facility is located there and could be affected by construction of the proposed rail alignment. The history of the structures currently located at the hot springs has not been completed. However, there may be potential early historical significance for these hot springs. According to Averett (1995:30), local rancher Charles Culverwell owned the hot springs and, by late 1901, he was operating the Culverwell Hotel there. The hotel had hot baths, a blacksmith shop, and a livery stable. American Indians also hold cultural significance for these springs.

American Indians in Caliente—Prior to Euroamerican settlement, the Caliente vicinity was occupied by Southern Paiute peoples. As whites took up the arable land, establishing first ranches and then the town site Indians were pushed out of the area, many moving south along Meadow Valley Wash to the Moapa area where a reservation was established in 1873. Others may have joined other Paiutes in the Cedar City, Utah area. However, information exists to indicate that Indians probably never permanently left Caliente (Stoffle and Dobyns 1983, Woods Cultural Research 2003). In the early days, there were

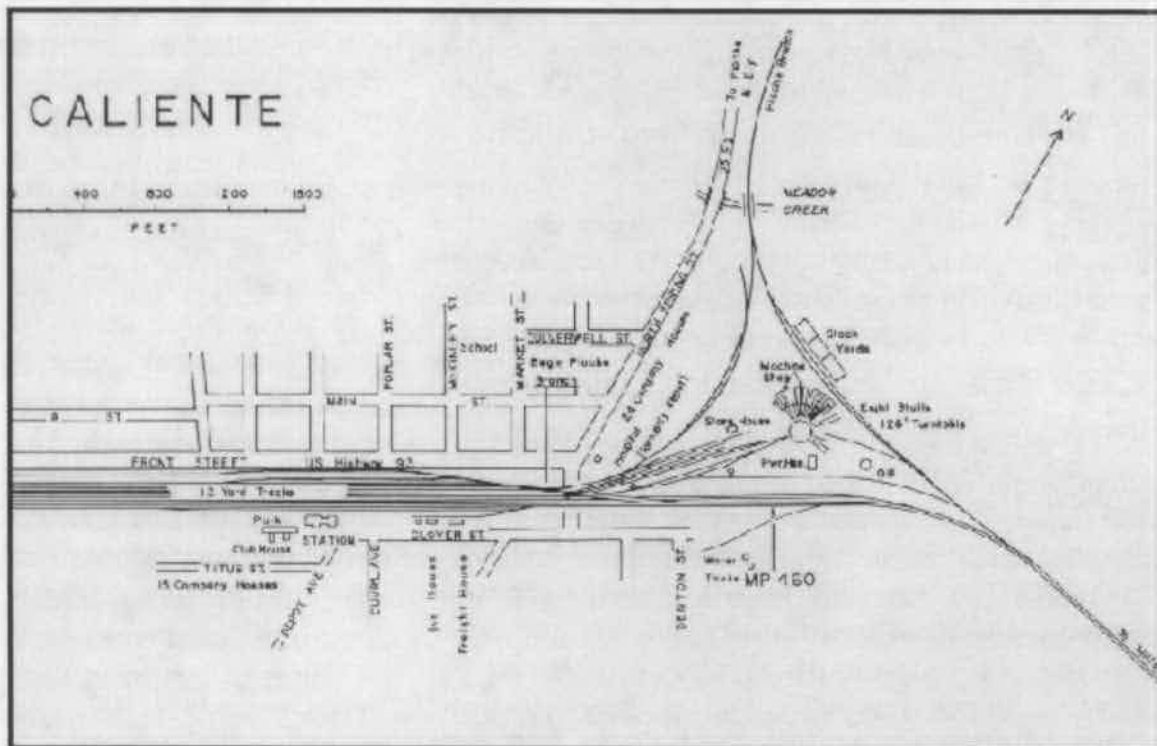


Figure 27. Early Map of the Northern Part of Caliente, Showing Original Railroad Features in the Vicinity Where the Caliente-Yucca Mountain Railroad Interchange Facility Would be Located (after Myrick 1963:641)

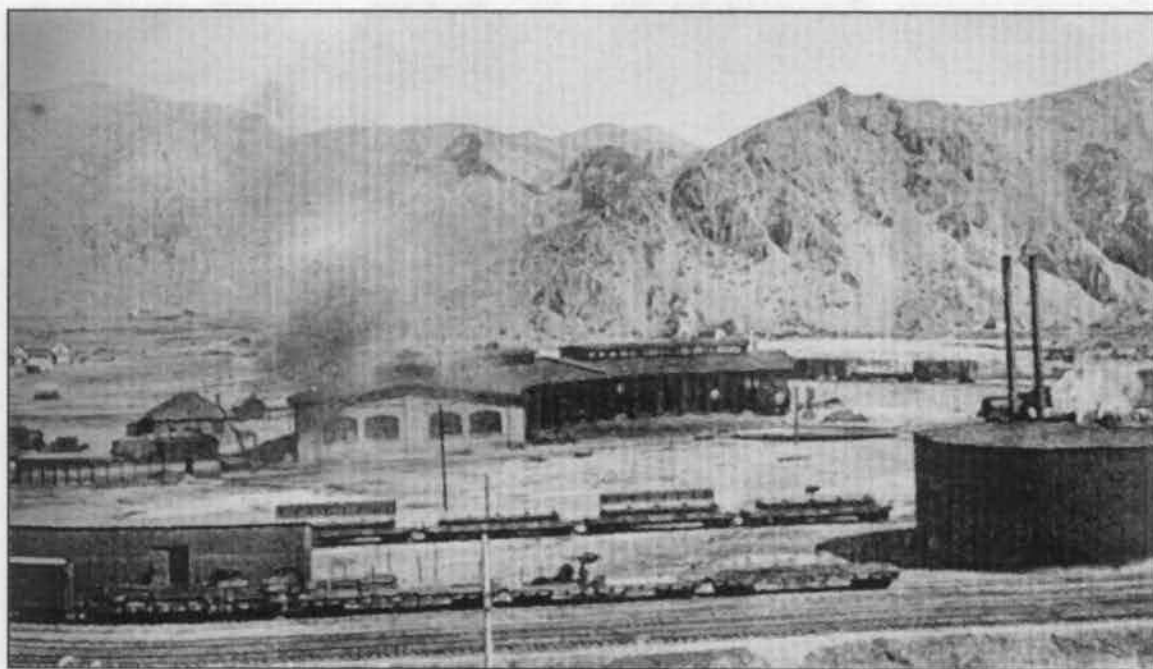


Figure 28. View Toward the Northern Meadow Valley Area with Former Caliente Union Pacific Roundhouse in Center of Photo (after Myrick 1963:651)

tent camps near the railroad crossing; one inhabited by “Caliente Maggie.” In the 1930 to 1931 timeframe, the mayor of Caliente gave some city land southeast of the train depot to four Indian families as allotments. The Southern Paiute families lived on these lands and held festivals there. At least one of these families, the Petes (members of the Reveille Mill/Warm Springs family), still live in Caliente on the original allotment.

Ethnographic studies for the Caliente area are somewhat limited in scope and include: American Indian Transportation Committee (1999); Facilitators (1980); Henningson et al. (1980); and Woods Cultural Research (2003). Based on these studies, the following places are significant:

- Caliente downtown area—This site is near a hot spring that was and is used by Indian peoples for medicinal purposes and is located at the junction of Meadow Valley Creek and Clover Creek. The area is a former habitation and food gathering locale and includes three nearby power caves. Several rock art sites are known to occur in the vicinity. Caliente was an area of dense Indian populations up to about 1873. After that time, a number of Southern Paiute men worked for ranches headquartered in the Caliente area.
- 13 known American Indian sites—Henningson et al. (1980) observe that another 13 sites occur in Clover Valley. The American Indian Writers Subgroup (2005:23) also notes that clover Valley is known to be habitat for various culturally-important animals including golden Eagles.
- Caliente Sensitive Sites—Woods Cultural Research (2003) identifies three sensitive American Indian sites in Caliente. One of these is located “northeast up the canyon near the railroad tracks.” It is not known at this time if the canyon referred to is Clover Canyon or Indian Cove.
- Meadow Valley Wash—According to the Facilitators (1980:5.5) Meadow Valley was north to Panaca has high significance for Southern Paiutes in their ancestral days of migration. Along this trail are burial sites, caves, some of which were used for food storage.
- Meadow Valley—Southern Paiute planted basic crops in Meadow Valley before the arrival of the Mormon settlers. The same crops were planted by everyone, but they were planted at intervals so that the harvest could be shared throughout the entire growing season (Woods Cultural Research 2003:69).

#### **4.3.3 Common Segment 1 (Dry Lake Valley Area)**

Bennett Springs—As noted in Section 3.2.2.1, these springs have been accorded some cultural significance even though no field inventory has been conducted to ascertain the presence of archaeological materials. The BLM Ely District has identified a cultural ACEC here to include a 360-acre square around the springs. It is probable that the 1849 Jayhawker Party camped at this spot in November of that year. Previous ethnographic studies in the area have not yielded any importance for American Indians, although it is

more probable that that location has not been identified to tribal representatives for evaluation. Fowler and his co-authors (1973:110) report on the location of an extensive prehistoric/proto-historic camping and chipping site on the flats north of the spring.

Bennett Pass—Bennett Pass is located between the Chief Range to the south and the Highland Range to the north. Crossed by the 1849 Jayhawker Party and later exploring parties, it has remained a principal east-west route over the years between Meadow Valley and Dry Lake Valley. Prior to the building of State Highway 93 from Caliente to Hiko, Bennett Pass was the primary route for wagon roads and later early auto roads. During the mining heyday of the 1800s, it served as the route between the population centers of Pioche and Hiko, showing up on all the historical maps listed in Section 5.2. Wheeler's map of 1869, for example, shows the route as a "good wagon road" at that early date.

During American Indian studies for the Intermountain Power Project transmission line that crosses the pass, the pass was considered to be of moderate cultural significance due to the fact that it served as one of the most important east-west travel routes for this portion of Southern Paiute territory (Stoffle and Dobyns 1983:227).

Black Rock Spring—This complex of springs is located in the North Pahroc Range and includes Black Rock Spring and another unnamed spring in the rail alignment corridor, and Deadman Spring and Hamilton to the north and northeast, respectively. Archaeological field surveys for the MX Missile Project in the early 1980s recorded an extensive prehistoric and historic site (26LN1893) at Black Spring and the unnamed spring to the north, both of which fall into the proposed land withdrawal corridor, which was evaluated as being potentially eligible for listing on the National Register of Historic Places. In addition to identifying the presence of components dating to the Great Basin archaic periods, Western Shoshone ceramics, and probably Euroamerican artifacts, the investigators noted the presence of an "unusual" dugout structure. Based on the recent identification of dugout architecture at Western Shoshone winter camps by Haarklau (2003), a hypothesis can be advanced that the Black Rock Spring structure is more accurately indicative of an ethnohistoric period Western Shoshone winter camp.

In the historic period, the 1849 Jayhawker Party camped at this location in November 16 of that year (Koenig 1984:38). Black Rock Spring in the North Pahroc Range is a locale that will require much additional investigation during upcoming cultural resources studies associated with the rail alignment.

#### **4.3.4 Garden Valley Alternative Alignment 1**

This alternative alignment in Garden Valley passes through the Golden Gate Range in proximity to two prehistoric rock shelters that were excavated in the 1970s (Busby 1979). These sites, known as Civa Shelters I (26NY264) and II (26LN1590); the rock shelters appear to be located between Water Gap through which Garden Valley 2 Alternative alignment passes and the two northern alignments where they follow the same course.

Little information is presently available for American Indian use of this area. Steward (1997) does not indicate any data from his informants about the presence of camps or

villages, only noting on his map of the area (Steward 1997:Figure 8) that Garden and Coal Valleys were used by both Shoshones and Paiutes. The American Indian Writers Subgroup (2005:24) believes that Garden Valley was used principally for trail systems related to trade, commerce, pilgrimage, and movement from one mountain range to another.

#### **4.4.5 Garden Valley Alternative Alignment 2**

See discussion of Garden Valley Alternative Alignment 1 for overlapping discussion. In addition, an isolated Clovis projectile point (ca. 9000 B.C.) was found just east of Water Gap (Ryan 1985). Whether or not this artifact indeed was associated with early Clovis use of the area or represents a later curated use of the artifact cannot be determined. The point did exhibit breakage of the point and subsequent reworking into another tool form.

#### **4.3.6 Garden Valley Alternative Alignment 3**

See discussion of Garden Valley Alternative Alignment 1 for overlapping discussion.

#### **4.3.7 Common Segment 2 (Quinn Canyon Range Area)**

Black Top Archaeological Locality—This significant archaeological property was noted during field reconnaissances for the rail alignment and was visited by the American Indian Writers Subgroup (2005:25-26) (Figure 29). It has also been recorded by the Class II inventory of the rail alignment and will be discussed and evaluated in detail in the report for that inventory. Although situated at some distance from the rail alignment, the American Indian Writers Subgroup (2005:25) also designates important cultural values for historic events that occurred in the Quinn Canyon Range, including a 1906 massacre of Western Shoshone people in Quinn Canyon, located to the north of the rail alignment. The proposed Caliente-Yucca Mountain Railroad would cross the center of the Black top Archaeological Locality this area from east to west.

Cedar Pipeline Ranch—Located at the southern end of Reveille Valley near the western end of Common Segment 2, is the historic Cedar Pipeline Ranch. The ranch has not been fully documented or evaluated for its potential National Register significance. After 1900, the ranch was occupied by Ed Reed and was part of the widespread United Packing and Cattle Company (1906 to 1940).

#### **4.3.8 South Reveille Alternative Alignments 2 and 3**

Willow Witch Well Petroglyphs—This site is located in southern Reveille Valley in the vicinity of Willow Witch Well (Figure 30). It is located within a few hundred yards of both alternative alignments in this area. The site was recorded several years ago as 26NY806 and rerecorded by the rail alignment Class II field inventory. It is recommended as being potentially eligible for listing on the National Register. It was also visited by the American Indian Writers Subgroup (2005:22) which assigned a high level of cultural importance for the site for American Indians. It is felt that the group of petroglyphs was put in this isolated canyon by the ancestors because of the power that is found within the surrounding mountains and valleys.

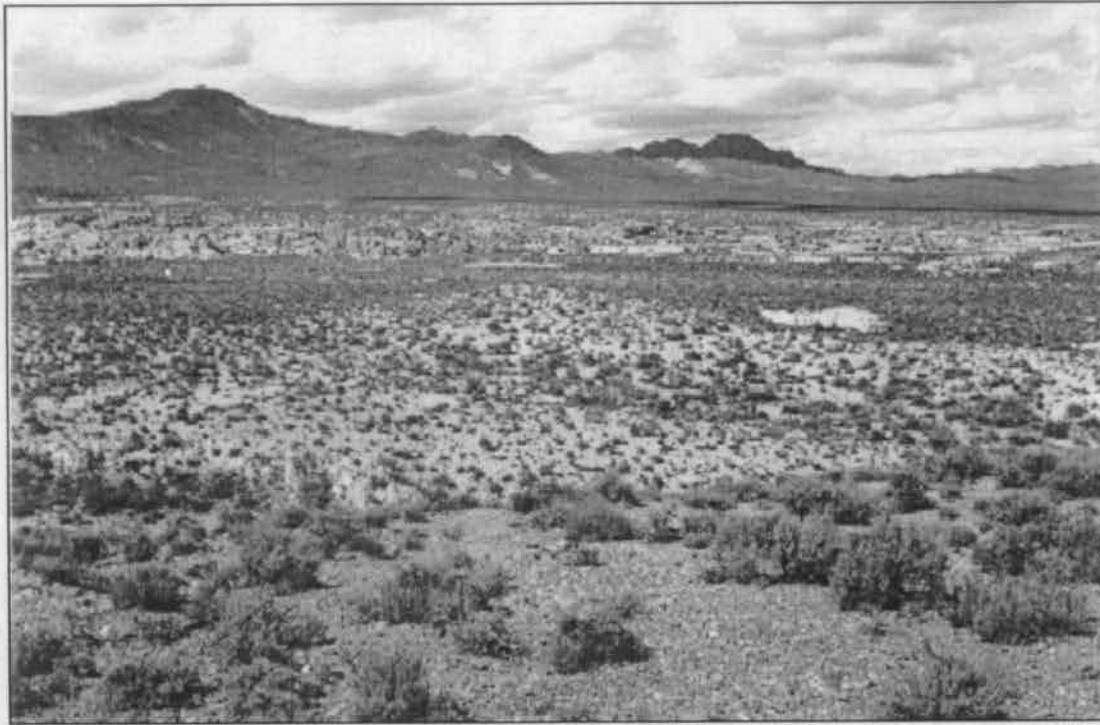


Figure 29. Overview of the Black Top Archaeological Locality, Looking North Toward the Quinn Canyon Range with Site Features Scattered Throughout the Lighter Colored Soil and Rock Area in the Center of the Photo

#### 4.3.9 Common Segment 3 (Reveille Valley and Stone Cabin Valley Area)

Reveille Mill—The Reveille Mill is located in the western part of the center of Reveille Valley and is significant because it is one of the earliest mills in this area. The site has not been formally recorded, but was documented in the early 1980s by investigators during a survey of historic structures in southern Nevada (URS 1982:II-121-123). These investigators believed that the mill site was potentially eligible for listing on the National Register. The mill is located about 1.5 miles west of the centerline for Common Segment 3. The original 1860s road from the mill to the Reveille mining district in the Reveille Range runs due east from the mill and would be intersected by the rail alignment.

Western Shoshone Presence—Steward (1997) notes the presence of a Western Shoshone winter village at the Reveille Mill about 1875; however, it cannot be determined at this time whether the camp was actually located at the mill, or about a mile to the west where the 1920s to 1940s Western Shoshone homestead is located. In the later timeframe, several Western Shoshone families, including the Petes, lived at the homestead, working for local ranchers with the children attending school with the ranchers children, first at the Reveille Mill then later at the Fallini's Eden Creek Ranch about 3 miles to the south. Today, the Indian homestead is a historical archaeological property of considerable importance, consisting of well preserved architectural remnants of the former occupation, with considerable material culture debris.





Figure 30. Willow Witch Well Petroglyph Site in Southern Reville Valley Looking East; Top—The Small Box Canyon Containing the Rock Art Panels; Bottom—Close Up of a Petroglyph Panel

The American Indian Writers Subgroup (2005:21-22) also visited this place, noting not only the former homestead but also the presence of culturally important springs. At the homestead are abundant springs that to the Western Shoshone are homes of the water babies or deities that have special powers that enable them to travel through underground water channels to other areas. Hot springs are also found in the vicinity whose waters and hot mud that comes from deep within the earth are used by Indian people for traditional healing and ceremonial purposes.

Eden Creek Ranch—The Eden Creek Ranch is the original Fallini Family homestead and includes about 160 acres that was patented on August 23, 1923, to Giovanni Fallini (Fallini 2005:10). The buildings and associated material culture that form the original ranch are located about 3 miles south of the Reveille Mill and about the same distance west of Common Segment 3 of the proposed Caliente-Yucca Mountain Railroad. The property is essentially unrecorded as a historic site, but was documented by the 1977 historic structures survey for the DOE Nevada Test Site (URS 1982:II-125-128). From that survey, the property was evaluated as being potentially eligible for listing on the National Register. This place is also important for the location of a school in the 1930s that was attended by local white children as well as Western Shoshone children from the homestead west of Reveille Mill.

Black Spring—Black Spring is located at the base of the Kawich Mountains, about 1 mile south of Warm Springs Summit. Common Segment 3 of the rail alignment would pass about 0.25 miles east of the spring. Archaeological Site 26NY233 was recorded at this spring as part of an archaeological survey of springs in the BLM Tonopah Resource Area in 1976 (McGonagle and Waski 1978). Based on the artifacts found at Black Spring, a provisional cultural phase was defined that was thought to be the earliest in the area dating to the late Pleistocene.

Black Spring also figures prominently in the historic ranching activities in Reveille Valley, serving as a water source for livestock. Several photos included in the Calvin Pete Collection at the Central Nevada Museum in Tonopah show members of the Western Shoshone family, which was by then living in Warm Springs, branding cattle at Black Springs. Presumably, the Pete cowboys were at the time working for the Fallini Ranch.

Warm Springs—See Section 3.2.2.3 for a discussion of the ethnographic importance of Warm Springs.

Warm Springs Summit—Common Segment of 3 of the rail alignment crosses Warm Springs Summit on the south side of Highway 6. This low lying pass has long served as a crossing point in the Kawich Range for trails, wagon and stage roads, and later the paved highway. The highly publicized Great Auto Race of 1908 that ran from New York to Paris crossed Warm Springs Summit in March 1908 on its route between Ely and Goldfield (McCracken and Howerton 1996:239-247; Shamberger 1982:102). As the auto and transcontinental travel became more popular in the period between 1909 and 1918,



the road over Warm Springs Summit was known as the “Midland Trail” and later as Highway 6.

Clifford Mining District—The Clifford mining district is described in Section 3.2.2.5. It is located adjacent to the rail alignment.

Reed’s Ranch—The original Reed Ranch in the Cactus Flat area of southern Stone Cabin Valley has an important place in the region’s ranching history, having been the early ranch of the owner of the United Cattle and Packing Company. Following Reed’s purchase of the Longstreet Ranch in Hawes Canyon, the original ranch continued as a watering place with the drilling of an early well, and as a round up location. Several photos from the 1920s in the University of Nevada Las Vegas, Lied Library Special Collections show various ranching activities, including some with Indian ranch hands at work.

The DOE Nevada Test Site historic structures inventory visited the ranch in 1977 observing the wind mill and tank, two wood-frame buildings, a root cellar and a corral formed of peeled tree branches set vertically in place (URS 1982:II-153-154). The investigators also noted the presence of a collapsed barn. Today, none of the architectural features are present except for the windmill and corral (see Figure 13). Based on their documentation, the 1977 investigators determined that the Reed Ranch was potentially eligible for the National Register of Historic Places.

Mud Lake—Mud Lake itself is a natural feature of considerable geographic presence. There are two sets of human activities, one prehistoric and the other historic, which have potential importance for the rail alignment. In the first instance, the shoreline of Mud Lake, especially the northern sector where the proposed rail line would pass, has been the locus of several surface finds of early Clovis projectile points over the past few decades. According to Tuohy (1969, 1985, 1986 and 1988) some 35 specimens of fluted points that are similar to Clovis points have been collected from the Mud Lake by Tonopah area avocationalists. The Mud Lake point collection has also recently received additional analyses by Haarklau and colleagues (2005).

The second situation at Mud Lake, completely unrelated to the first, concerns the use of Mud Lake as a recreational area in the early part of the 1900s by people from the newly founded towns of Tonopah and Goldfield. Mud Lake was extensively used for weekend auto, motorcycle, and horse races; in fact, Mud Lake is called “Auto Lake” on one early transportation map (see Figure 5).

In that the Common Segment 3 of the proposed Caliente-Yucca Mountain Railroad would pass along the northern edge of Mud Lake, then turn south along part of the western edge along the northern parts of the Goldfield alternative alignments, it would be reasonable to assume that prehistoric and/or historic resources might be located. These could include prehistoric resources related to the Clovis-like points or the Lowe Rock Shelter (discussed in Section 4.3.10) or historic related to early recreational travel to and

use of Mud Lake, or from the World War II Army bombing missions (see Tonopah Target Range description).

Tonopah Target Range—The Tonopah Army Air Field was established just east of Tonopah in 1940 for the purpose of training army pilots for bombing activities (McCracken 1990a; Thole 2004). Over the next few years, aircraft practiced bombing of targets in the Ralston Valley north of Mud Lake. Tragically, a number of the planes crashed throughout the area with attendant casualties. Allen Metscher of the Central Nevada Museum in Tonopah has undertaken documentation of the Army's activities in this general area, including field survey and recording of plane crash sites. Consultation with Metscher and a participating in a field reconnaissance leads to the conclusion that air crashes probably did not occur as far south as the area where the rail alignment passes Mud Lake on the north, although it is possible that bomb fragments may be found in the study area. Figure 31 shown bomb shrapnel at target just north of Mud Lake. Metscher has also documented 1944 testing of first generation smart bombs, radio-television guided glide bombs released from beneath a B-17 Bomber (Metscher 1998). The importance of this aspect of the Army's World War II era presence in the vicinity is that one of the target areas was on the west side of Warm Springs Summit, just north of State Highway 6, is that errant fragments of glider bombs could occur in the area where the rail alignment crosses Warm Springs Summit from the east and turns southward in Stone Cabin Valley and north of the Clifford mining district.



Figure 31. Remnants of U.S. Army World War II Bombing Training Missions at a Target North of Mud Lake Looking North Toward Ralston Valley

#### **4.3.10 Goldfield Alternative Alignment 1**

Lowe Rock Shelter—This site complex is located adjacent to a low-lying, east-facing rock outcrop on the northwest side of Mud Lake (Figure 32) and also includes rock art boulders and other features. The site, designated as 26NY251, was excavated by the Nevada State Museum in 1970 (Self 1980) and found to include cultural deposits and materials dating from 3000 B.P. through the proto-historic and historic Western Shoshone times. The site was visited by the American Indian Writers Subgroup (2005: 20) which reiterated a high level of cultural significance that modern Indian people hold for this place. The Caliente-Yucca Mountain Railroad would pass about 1.5 miles west.

Willow Springs Complex—This complex of three springs in the eastern Goldfield Hills is discussed in Section 3.2.2.6 in terms of the location of an ethnohistoric period Western Shoshone winter camp (see Steward 1997; American Indian Ethnography Team 2000, and Haarklau 2003).

#### **4.3.11 Goldfield Alternative Alignment 3**

See Goldfield Alternative Alignment 1 for overlapping discussion.

#### **4.3.12 Goldfield Alternative Alignment 4**

Goldfield Cemeteries—The various Goldfield cemeteries that exist on the western edge of the town are discussed in Section 3.2.2.7. The proposed Caliente-Yucca Mountain Railroad would pass these features just to the west, between the cemeteries and the base of Malpais Mesa. Based on available information, unidentified and/or unmarked graves could exist in the general area and care would have to be taken during the construction phase. Of particular note is the identified but unrecorded complex of graves located north of the formal cemetery location (Figure 21).

Goldfield Dump—The historic Goldfield dump occupies a large area on the western side of Goldfield. It has been recorded at 26NY726 and evaluated as being potentially eligible for the National Register of Historic Places based on its prospective ability to contribute important information to questions about mining camp housing and lifeways (Stornetta 1998:80).

Unrecorded Boulder Rock Shelters and Other Resources—During field reconnaissances for the Rail Alignment EIS, a number of largely unrecorded American Indian sites were observed along the route of the Goldfield Alternative Alignment 4. These include several boulder rock shelters with artifact debris (Figure 18), lithic scatters and a boulder with rock art (Figure 19). This segment should be considered to have potential for encountering or passing in close proximity to a number of such prehistoric and/or proto-historic properties.

Vegetable Stand—In the same general vicinity as the scattered American Indian boulder rock shelters is a feature that has been identified as a vegetable and produce marketing structure with associated fields (Figure 33). The unrecorded structure itself was constructed of masonry stones and was built around and against a large boulder. This site could be very close to the rail alignment. It is presently identified with a small sign and



Figure 32. The Lowe Rock Shelter and Vicinity Looking North: Top—Shelter Located to the Left Along the Base of the Rock Outcrop and Mud Lake to the Right; Bottom—Boulder with Petroglyphs at the Lowe Site



Figure 33. Remains of an Early Vegetable Stand and Fields West of Goldfield

is part of a signed and interpreted historic trail that runs north-south through the area west of Goldfield.

Rabbit Springs—Rabbit Springs lies just to the west of the proposed rail alignment. It was recorded as 26ES10 in 1955 and observed to include a small rock shelter and American Indian artifactual debris. As discussed in Section 3.2.2.6, Western Shoshones were living at the spring in 1902. Later, it became a primary water source for the town of Goldfield. The spring and its historical importance, resources, and possible values for modern American Indians have not been fully evaluated for cultural significance.

Gardner Mill—The early Gardner Mill was constructed about 1000 feet north of Rabbit Springs and began operation in April of 1905 and was closed by 1909 (Shamberger 1982:204). Its original location would be close to the proposed rail alignment.

#### **4.3.13 Common Segment 4 (Stonewall Flat Area)**

Las Vegas and Tonopah Railroad Abandoned Line—Through much of Common Segment 4 through Stonewall Flat and southward, the rail alignment follows abandoned railroad grades that were first constructed by the Las Vegas and Tonopah Railroad beginning in 1906. Later, the grade was used by other railroads - the Tonopah and Tidewater and the Bullfrog Goldfield Railroads. The history of the Las Vegas and Tonopah and the other railroads that were constructed in the early 1900s to meet growing needs during the early twentieth century mining boom has been adequately reconstructed (Due 1997; Myrick 1963:455-593; and Harper 1999), and are not recounted in this report.



Limited field investigation of the Tonopah and Tidewater Railroad was completed by Rader (1974) and portions of the line in California have been nominated for the National Register of Historic Places (Latschar 1979). As of 1999 this nomination was still active but pending. As part of the Nellis Air Force Base cultural resources program, field studies of the Las Vegas and Tonopah route were conducted, although the more intensive field effort was focused on the section that crosses the base (Harper 1999). A drive along reconnaissance was completed for the rest of the grade. The portion of the rail line that crosses Nellis was evaluated as being potentially eligible for the National Register of Historic Places and a research framework was developed that could be used for future evaluations along segments of the line outside Nellis air Force Base. This assessment approach would be directly applicable to segments of the abandoned line that would be encountered during construction of the proposed Caliente-Yucca Mountain Railroad.

Figure 34 shows part of the old railroad grade being used as a modern road not too far north of Ralston. Also shown in the photo is an unidentified stone feature that was part of the railroad line.



Figure 34. Abandoned Section of the Las Vegas and Tonopah Railroad Later Used by the Tonopah and Tidewater Railroad, View to the North, Just North of Ralston

Ralston—Ralston was established in 1907 as a minor station on the Las Vegas and Tonopah Railroad (1907 to 1918) and was later used by the Tonopah and Tidewater Railroad (1918 to 28) after it took over the line. According to Hall (1999:218), a small store and saloon once existed at the site. Rader (1974) visited Ralston in 1974 and documented and photographed a foundation for the former railroad water tower then being used for a windmill, a corral, a wooden hotel-like building (several small rooms

with numbered doors), a narrow gage box car body that was being used as a bunkhouse, and another collapsed wooden building. The abandoned railroad grade at Ralston, now being used as a road (see Figure 34) has several original wood-frame culverts placed into it (Rader 1974; URS 1982: II-203). Metscher and LaRue (2002) document a murder that took place at Ralston in the 1920s when the station also served as housing for a railroad maintenance crew.

The site was also visited and documented by the 1977 historic structures survey sponsored by the DOE Nevada Test Site (URS 1982:II-203-204). This survey visit confirmed features noted previously by Rader, including the windmill, partially collapsed corral and loading chute, wooden boxcar, and the wood-frame structure, that was then in the process of collapsing. The 1977 inventory also noted the presence of another collapsed wood-frame building and several depressions that mark old building locations. They also observe (URS 1982:II-204) that: "No remains are discernible of the two-story wood-frame depot that once stood east of the railroad tracks." The 1977 investigators evaluated the site of Ralston as being potentially eligible for listing on the National Register of Historic Places.

A recent visit to Ralston revealed that the box car still remains, but the standing wooden structure noted in the 1970s is no longer evident. Based on the occupational history of Ralston, surface and subsurface historic archaeological remains can be anticipated in the form of debris scatters, dumps and privies. Archaeological at the site would be associated with two early railroads and later ranching activities in this part of Stonewall flat. The proposed Caliente-Yucca Mountain Railroad would follow the abandoned rail berm through this stretch and go through the middle of the Ralston site.

#### **4.3.14 Bonnie Claire Alternative Alignment 2**

No known or unrecorded potentially significant cultural resource properties have been identified by the site file search and literature review for the Bonnie Claire Alternative Alignment 2.

#### **4.3.15 Bonnie Claire Alternative Alignment 3**

No known or unrecorded potentially significant cultural resource properties have been identified by the site file search and literature review for the Bonnie Claire Alternative Alignment 3.

#### **4.3.16 Common Segment 5 (Sarcobatus Flat Area)**

No known or unrecorded potentially significant cultural resource properties have been identified by the site file search and literature review for Common Segment 3.

#### **4.3.17 Oasis Valley Alternative Alignment 1**

Pettus Ranch—This Ranch was known as the Pettus Ranch in 1908, was more recently called the Coffey Ranch, and, in recently became the Beatty Cattle Ranch. As indicated in Figure 35, the area includes a well watered meadow east and south of the ranch buildings. The ranch has not been researched as to its origination and historical use. Alternative Alignment 1 would pass about 0.5 miles east of the ranch in the distance as shown in the photo in Figure 35.



Figure 35. Pettus Historic Ranch in Upper Oasis Valley, Looking Northwest

Western Shoshone Village—Steward's Western Shoshone family camp #50 is thought to occur in the area at the south edge of Oasis Mountain, which would be just west of the Oasis Valley Alternative Alignment 1. A large archaeological site, 26NY9042, has been recorded in this area, but the overall resource boundaries were not identified. It is not known how far to the east it extends toward the proposed alternative alignment.

#### **4.3.18 Oasis Valley Alternative Alignment 3**

Western Shoshone Village—Steward's Western Shoshone winter village #49 is located at the historic Indian Camp Ranch. Field reconnaissance yielded information on aboriginal artifacts and stone features to the north of the ranch buildings. Neither the ranch nor the American Indian materials have been recorded. Alternative Alignment 3 through Oasis Valley would pass less than 0.5 miles to the east of this site.

Indian Camp Ranch—This historic ranch has not been recorded and consists of several buildings, a large water pond, and an abundance of debris and machinery. A historic period Western Shoshone winter village has been documented in association.

#### **4.3.19 Common Segment 6 (Yucca Mountain Approach)**

Beatty Wash Petroglyphs—The Beatty Wash Petroglyphs (26NY7957) are located on the south side of the wash, about 8 miles northeast of Beatty (Figure 36). Beatty Wash itself is considered to be a culturally significant ecosystem for trail systems, procurement of plants and animals, and is described in numerous songs and stories (American Indian Writers Subgroup 2005:16). The Caliente-Yucca Mountain Railroad would cross this wash via bridge span at a point just east of the petroglyph panels.





Figure 36. Beatty Wash Petroglyph Site: Top—Overview of the Cliff Containing the Rock Art Panels; Bottom—Close Up of One of the Panels with Large Vertical Fractures in the Stone Matrix

The site includes five separate panels placed on a cliff of welded tuff at the level of the wash bottom. The site was initially recorded in 1991, and more recently rerecorded as part of the Nellis Air Force Range Petroglyph/Pictograph study (White and Orendorff 1999) and evaluated as being potentially eligible for listing in the National Register of Historic Places. Regional American Indians also place a very high level of cultural importance to all rock art sites (see Zedeno et al. 1998), and have visited the Beatty Wash panels.

Although the Beatty Wash Petroglyphs are not located on Air Force lands, the site was included in the Nellis Air Force Base study as an off-base control site for comparison to comparable types of sites on the base that are experiencing a variety of military caused impacts, including military training impacts, vandalism, and sonic boom effects. The Beatty Wash site was selected for comparison because it is located in an area that is not subjected to sonic booms from aircraft missions. The four similar sites on the Air Force lands are situated on the same type of geologic substrate and have been subjected to regular sonic boom activity during previous military training missions.

The Air Force study found that the control site Beatty Wash Petroglyphs were in a similar condition as the test sites and that the site exhibits significant vertical and horizontal fracturing of the welded tuff deposits (Figure 36). The investigators also noted the presence of impact scars on the lower part of the rock wall upon which the petroglyph panels are located, probably the result of the movement of stream bedload during high flows.

Crater Flat—Crater Flat, situated immediately west of Yucca Mountain, is a small intermontane basin with exposed basalts in the form of cinder cones from local volcanic centers (Faulds et al. 1994) (Figure 37). The proposed Caliente-Yucca Mountain Railroad would transect Crater Flat from the northwest to the southeast. American Indians have noted that the flat as a whole is a place that has a wide range of traditional importance (American Indian Writers Subgroup 2005:14-16). Indian people believe that cinder cones and other geologic features associated with volcanic activity are used as landmarks and are believed to be places of power and importance to Indians. Crater Flat was also used as a major travel route by the Southern Paiutes to Oasis Valley from the south. The western side of Crater Flat was used as a traditional food source for rice grass that was collected by Indians who used controlled burns to increase harvests.

Black Cone (Crater Flat)—One of the Crater Flat features, the Black Cone (Figure 37) was specifically identified during early site characterization ethnographic studies for the Yucca Mountain repository location (Stoffle et al. 1990: 113). The proposed Caliente-Yucca Mountain Railroad would pass less than 0.5 mile northeast of the geologic feature. During on-site visits by ethnographers and American Indian tribal representatives, Black Cone was identified as a place of religious significance or power. Sites such as this are considered by Indian people as sacred sites where ceremonial activities would occur or offerings would be left. Cinder cones are also considered to be entries to the world below and must be protected.

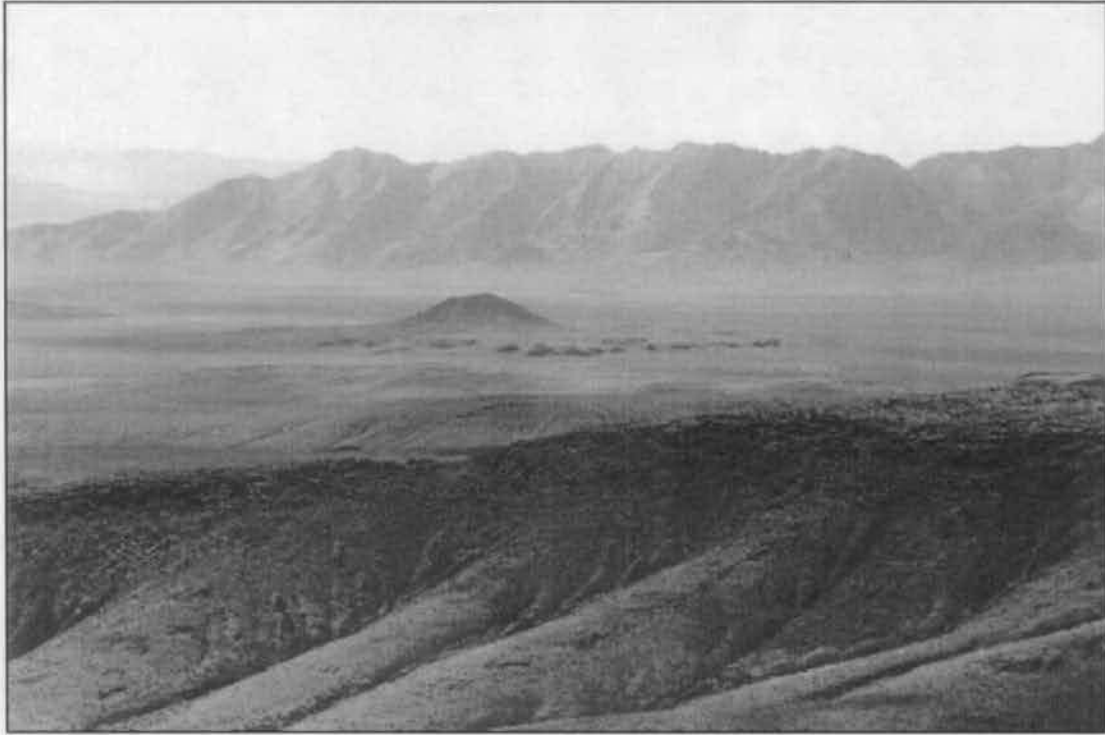


Figure 37. Crater Flat to the Northwest from the Top of Yucca Mountain with the Black Cone Site in the Center of the Flat

Yucca Mountain Withdrawal Area American Indian Sites—Three sites, Busted Butte Petroglyph, Alice Hill, and Fortymile Wash, are located inside the land for the proposed Yucca Mountain Withdrawal Area. Each of these sites was identified by American Indians during early ethnographic studies for the repository as having cultural significance. As these sites have already been identified in the Final Yucca Mountain Repository EIS and will be handled under a separate programmatic agreement from the rail alignment, they are not discussed in detail in this report (see also American Indian Writers Subgroup 2005).

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This chapter includes sources consulted in the cultural resources evaluation for the DOE Rail Alignment EIS. A list of published and unpublished written sources consulted and a list of historical maps reviewed are provided.

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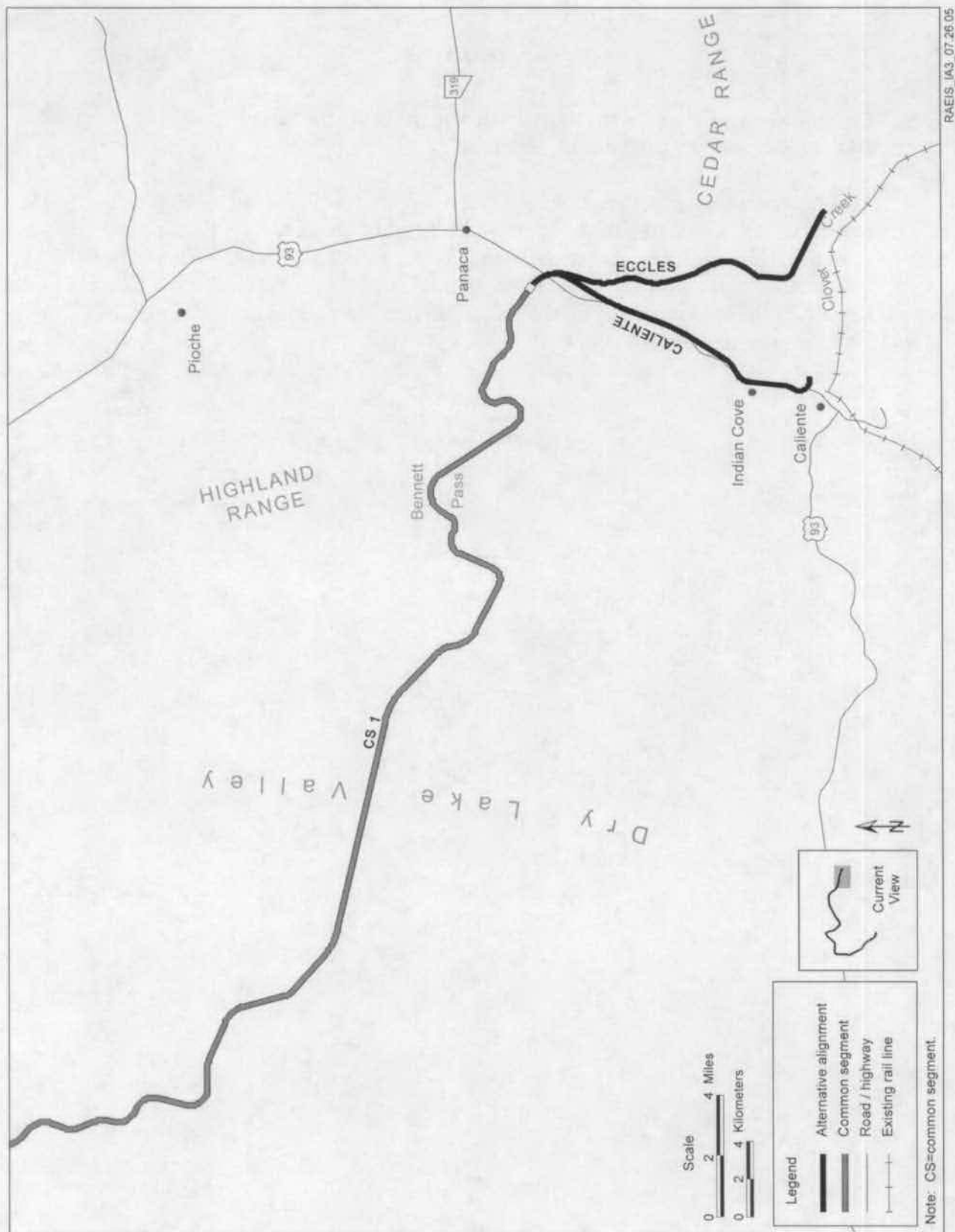
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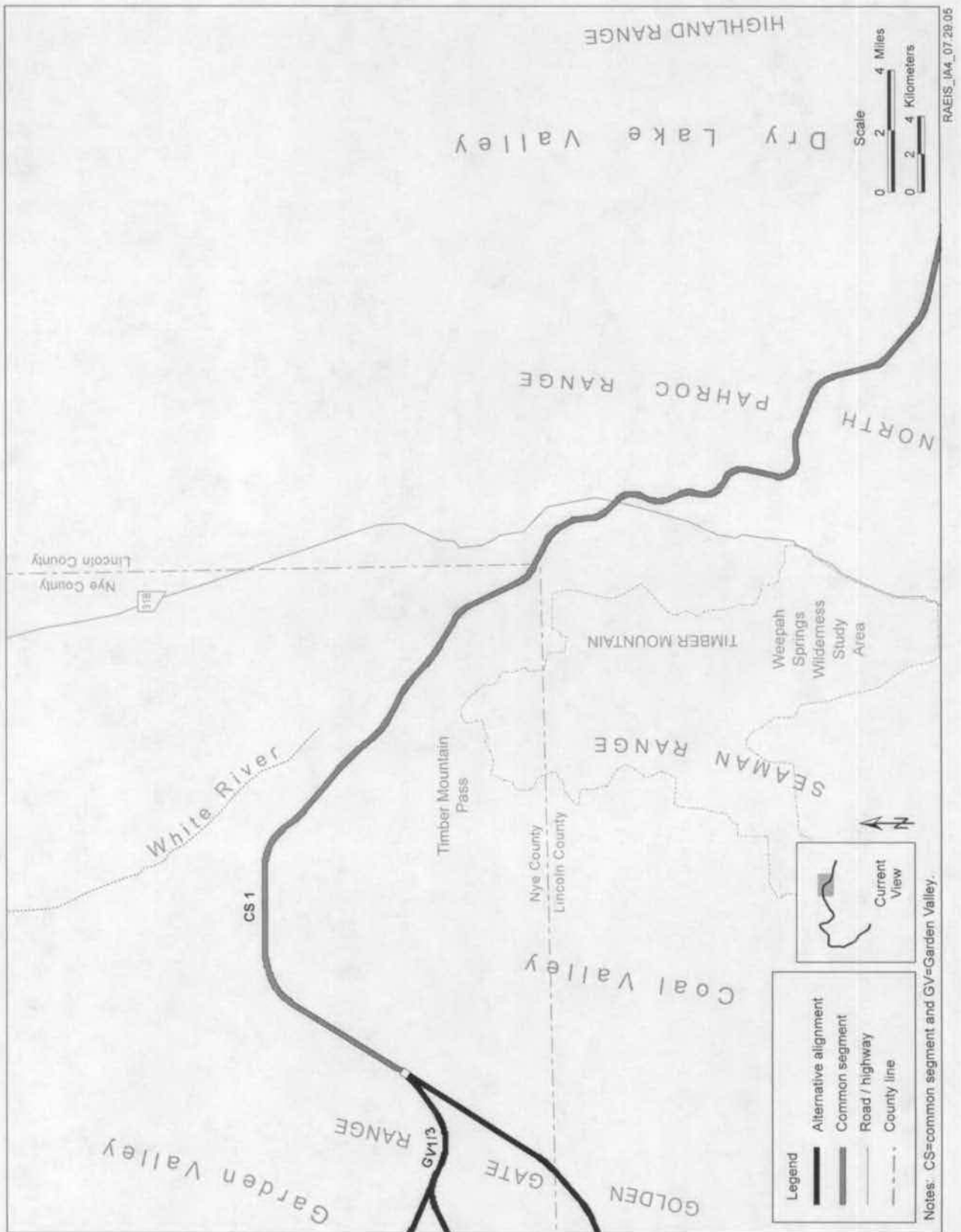
## **APPENDIX A**

### **Common Segment and Alternative Alignment Maps for the Proposed DOE Caliente-Yucca Mountain Railroad**

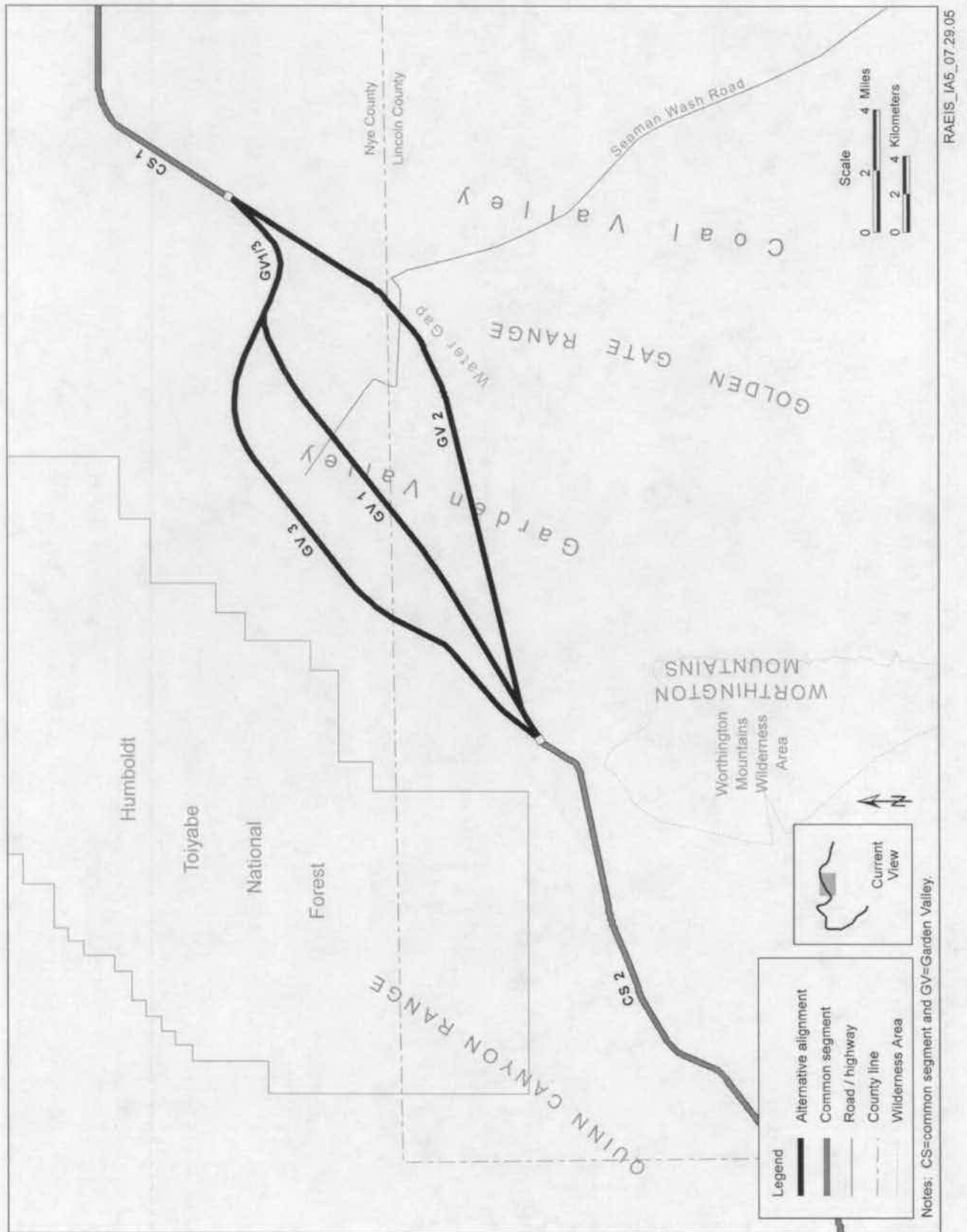
This appendix includes maps of the common segments and alternative alignments for the proposed DOE Caliente-Yucca Mountain Railroad in Lincoln, Nye, Esmeralda, and Clark Counties, Nevada. These maps are arranged from Caliente, Nevada, in the east to the Yucca Mountain repository in the west. Figure 3 in the Cultural Resources Context Report for the U.S. Department of Energy Caliente-Yucca Mountain Railroad EIS identifies the map area locations.

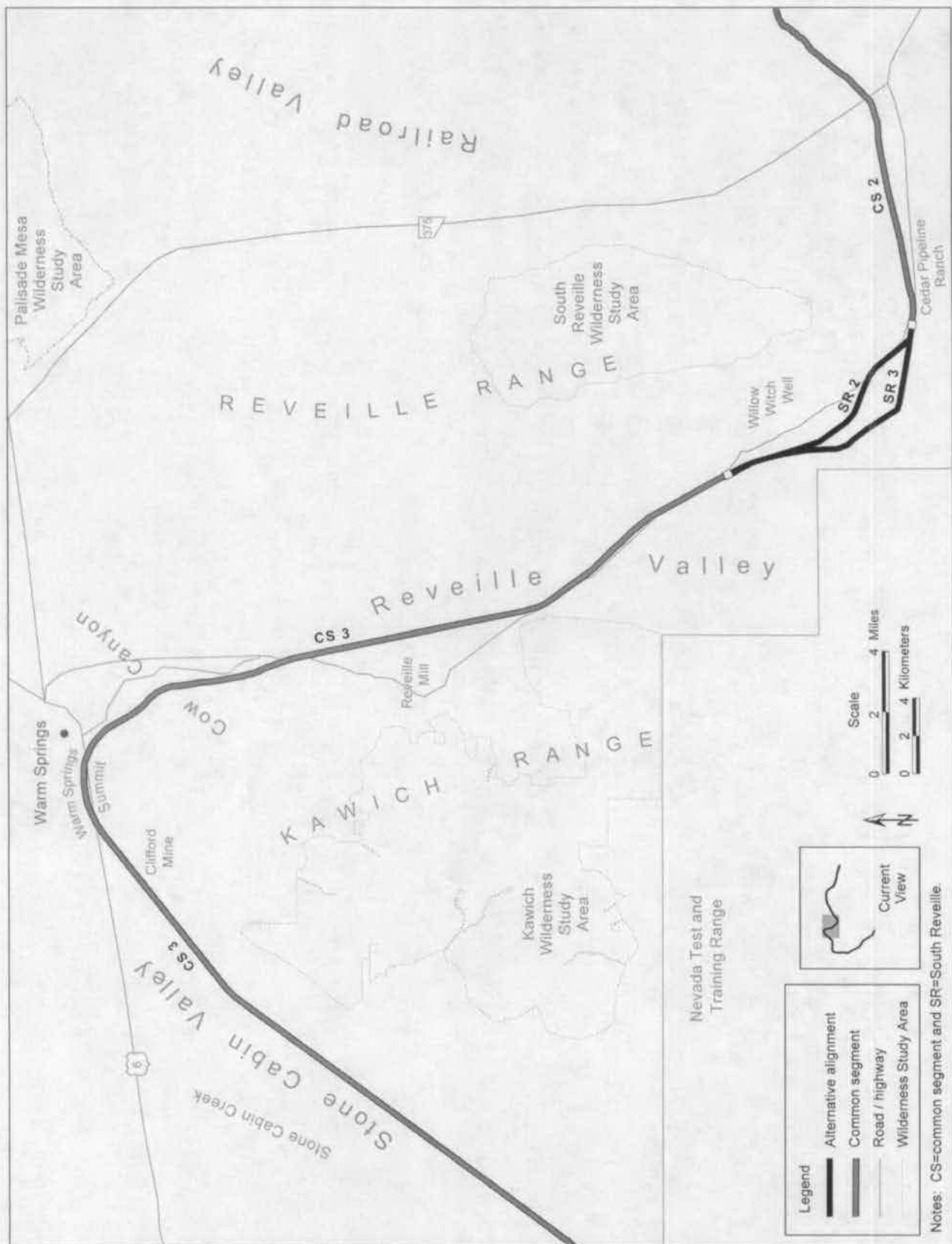


Map 1



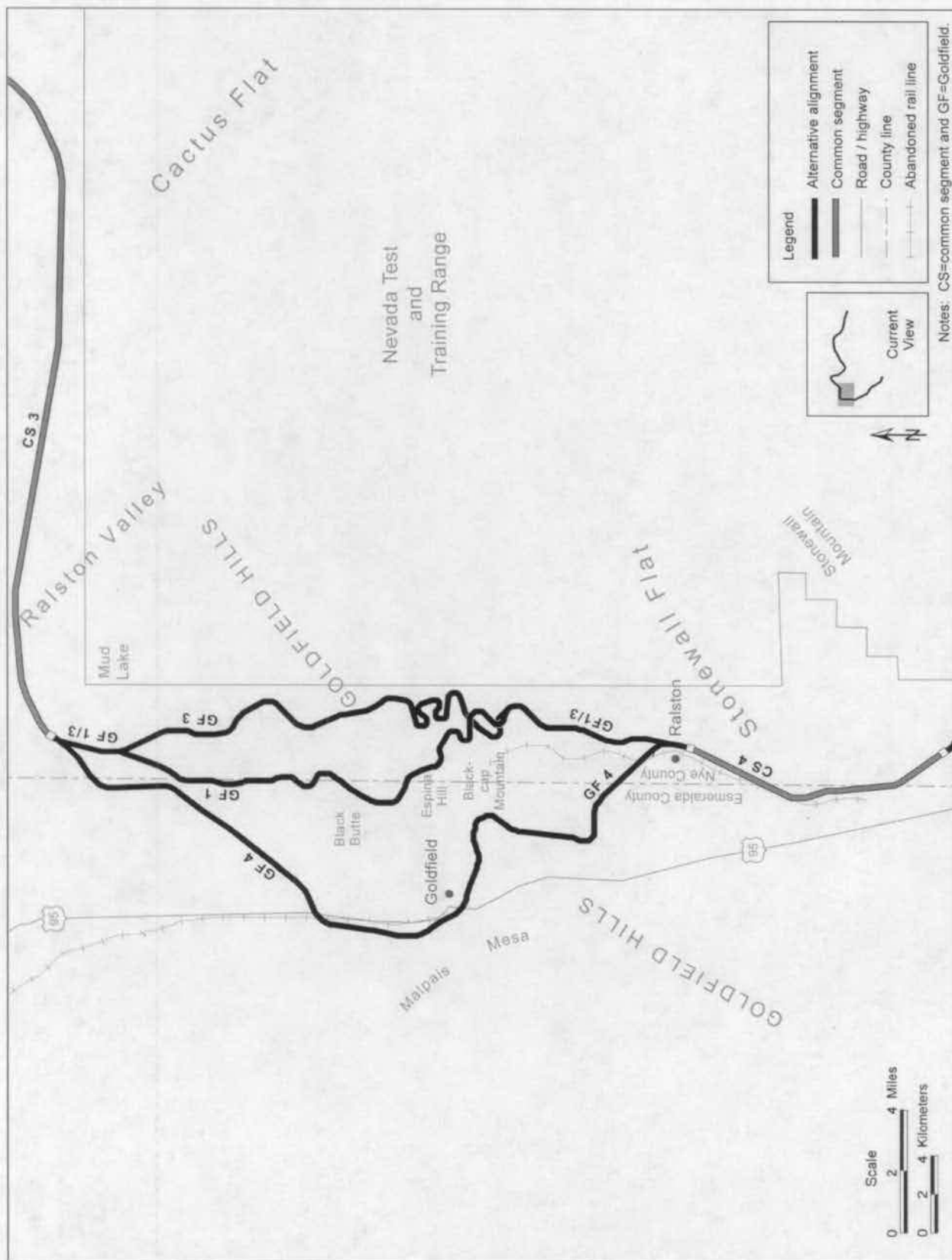
Map 2



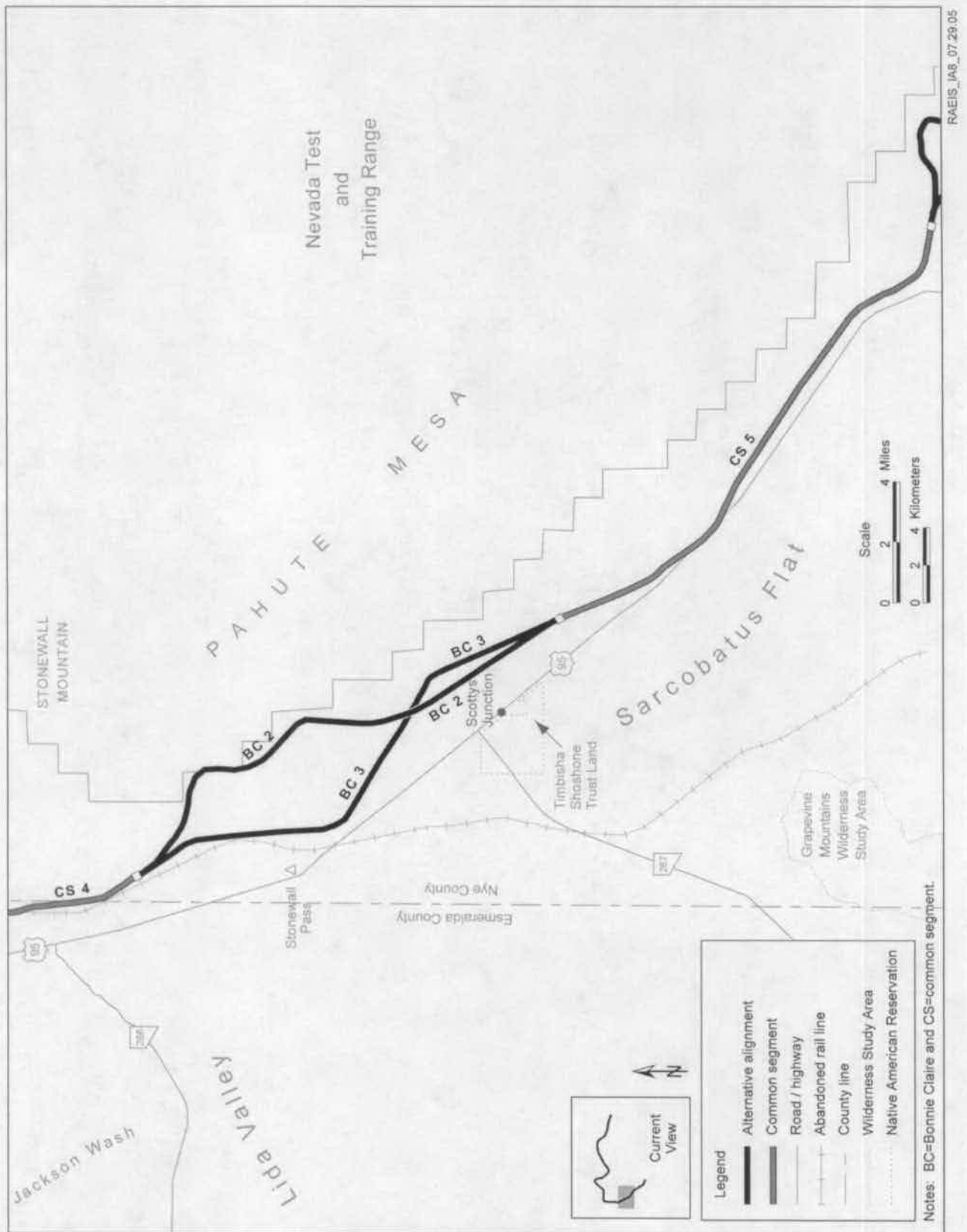


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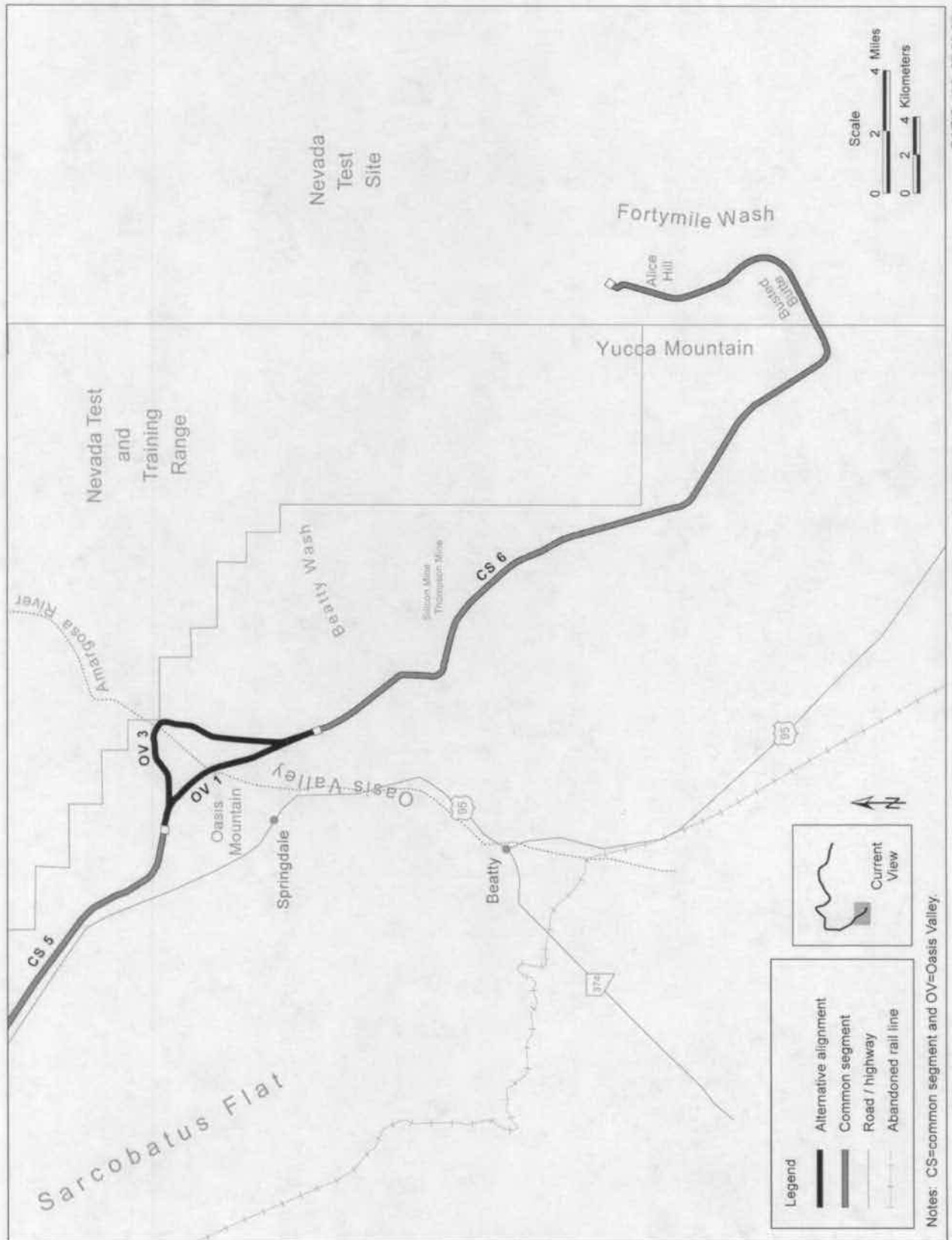
Map 4



Map 5









## **APPENDIX B**

### **Results of the Archaeological and Historical Site File Search for the Rail Alignment EIS**

This appendix provides the results of the archaeological and historic site file searches for the 2 mile-wide area studied for the Rail Alignment EIS conducted at the Southern Nevada Site Repository, Harry Reid Center for Environmental Studies, University of Nevada, Las Vegas. The tabular listing is organized by the rail line common segments and alternative alignments and includes some segments that were eliminated from consideration for the final evaluation of the rail alignment.

For descriptions of the segments and alternatives, see Sections 1.2.2 through 1.1.12 of the Cultural Resources Historic Context Report for the U.S. DOE Caliente-Yucca Mountain Railroad EIS.

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26LN1124	CREST	Dow Mountain			Record Missing
26LN2161	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2162	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2163	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2164	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination (4 point bases and piece of obsidian collected)
26LN2165	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination (3 point fragments collected)
26LN2166	CREST	Uvada	Isolate (Elko series pt)	Prehistoric	Collected
26LN2167	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2168B	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2169B	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2170B	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2171B	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2172B	CREST	Uvada	Lithic Scatter	Prehistoric	No Determination
26LN2173B	CREST	Uvada	Railroad Camp	Historic	No Determination
26LN3537	CREST	Uvada	Artifact Scatter	Prehistoric	Not Eligible
26LN3538	CREST	Uvada	Artifact Scatter	Prehistoric	Not Eligible
26LN3539	CREST	Dow Mountain	Artifact Scatter	Prehistoric	Not Eligible
26LN103	ECCLES	Indian Cove	Rockshelter	Prehistoric	Unevaluated
26LN1665	ECCLES	Indian Cove	Rockshelter	Prehistoric	Unevaluated
26LN2270	ECCLES	Indian Cove		Prehistoric	Record Missing
26LN1505	CAL	Garden Spring	Lithic Scatter	Prehistoric	No Determination
26LN1508	CAL	Caliente	SP, LA, & SL RR Depot	Historic	NR Listed
26LN1531	CAL	Indian Cove	Petroglyphs	Prehistoric	No Determination
26LN1543	CAL	Indian Cove	Isolate (knife)	Prehistoric	Collected
26LN2970	CAL	Indian Cove	Lithic Scatter	Prehistoric	Potentially Eligible

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26LN3445	CAL	Caliente	Glass and Earthware scatter	Historic	No Determination
26LN3622	CAL	Indian Cove	Isolate	Prehistoric	Not Eligible
26LN3670	CAL	Indian Cove	Railroad berm	Historic	Significant
26LN3670	CAL	Indian Cove	Panaca-Caliente Railroad	Historic	Eligible
26LN3727	CAL	Indian Cove	Rockshelter	Prehistoric-Fremont	Significant
26LN4000	CAL	Caliente	Trash Scatter	Historic	Not Eligible
26LN1504	CS1	Deadman Spring	Isolate (Knife tip)	Prehistoric	Not Eligible
26LN1890	CS1	Deadman Spring	Lithic Scatter	Prehistoric	Not Eligible
26LN1892	CS1	Deadman Spring	Isolates	Prehistoric	Not Eligible
26LN1893	CS1	Deadman Spring	Lithic/pottery scatter/Dugout	Prehistoric/Historic	Eligible
26LN2357	CS1	The Bluffs	Isolate (bottle)	Historic	Not Eligible
26LN2358	CS1	Bennett Pass	Isolate (biface tip)	Prehistoric	Not Eligible
26LN2389	CS1	The Bluffs	Isolate (hole in cap can)	Historic	Not Eligible
26LN2390	CS1	The Bluffs	Isolate (hole in cap can)	Historic	Not Eligible
26LN2392	CS1	The Bluffs	Isolate (hole in cap can)	Historic	Not Eligible
26LN2393	CS1	Bennett Pass	Isolates (1 bottle, 2 cans)	Historic	Not Eligible
26LN2394	CS1	The Bluffs	Isolates (flake and whisky bottle)	Prehistoric/Historic	Not Eligible
26LN2695	CS1	Deadman Spring SE	Lithic Scatter	Prehistoric	Not Eligible
26LN2698	CS1	Deadman Spring SE	Artifact scatter (lithics + GS)	Prehistoric-Archaic	Significant
26LN2700	CS1	The Bluffs	Ranching Campsite	Historic	Not Eligible
26LN2701	CS1	The Bluffs	Isolate (1 flake)	Prehistoric	Not Eligible

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26LN2707	CS1	Deadman Spring SE	Isolate (2 flakes 75 m apart)	Prehistoric	Not Eligible
26LN2719	CS1	Deadman Spring SE	Lithic Scatter	Prehistoric	Not Eligible
26LN2777	CS1	Deadman Spring SE	Lithic Scatter	Prehistoric	Not Eligible
26LN2778	CS1	Deadman Spring SE	Lithic Scatter	Prehistoric	Not Eligible
26LN2779	CS1	Deadman Spring SE	Isolate	Prehistoric	Not Eligible
26LN2780	CS1	Deadman Spring SE	Isolate	Prehistoric	Not Eligible
26LN2781	CS1	Deadman Spring SE	Isolate	Prehistoric	Not Eligible
26LN2796	CS1	Deadman Spring SE	Lithic Scatter	Prehistoric	Not Eligible
26LN2797	CS1	Deadman Spring SE	Isolate (1 flake)	Prehistoric	Not Eligible
26LN3370	CS1	Bennett Pass	Lithic Scatter/Historic debris	Prehistoric/Historic	No Determination (likely not eligible)
26LN3371	CS1	Bennett Pass	Lithic Scatter	Prehistoric	No Determination (likely not eligible)
26LN3625	CS1	Deadman Spring	Quarry on alluvial fans	Prehistoric	Not Eligible
26LN3626	CS1	Silver King Mtn SW	Lithic Scatter	Prehistoric	Not Eligible
26LN4596	CS1	Deadman Spring and Silver King Mtn	Old State Route 38	Historic	Not Eligible
26LN3627	WR2	Silver King Mtn SW	Isolate (1 flake)	Prehistoric	Not Eligible (collected)

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY2564	WR2	Timber Mtn Pass West	Isolate (scraper)	Prehistoric	Not Eligible
26LN3628	WR2	Silver King Mtn SW	Lithic Scatter	Prehistoric	Unevaluated
26NY2775	WR2	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2776	WR2	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2777	WR2	Timber Mtn Pass West	Isolate (chert biface)	Prehistoric	Not Eligible
26NY2778	WR2	Timber Mtn Pass West	Isolate (chert biface)	Prehistoric	Not Eligible
26NY2779	WR2	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2780	WR2	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible
26LN4596	WR2	Silver King Mtn SW	Old State Route 38	Historic	Not Eligible
26LN3627	WR4	Silver King Mtn SW	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26LN3628	WR4	Silver King Mtn SW	Lithic Scatter	Prehistoric	Unevaluated
26NY2564	WR4	Timber Mtn Pass West	Isolate (scraper)	Prehistoric	Not Eligible
26NY2775	WR4	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2776	WR4	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2777	WR4	Timber Mtn Pass West	Isolate (chert biface)	Prehistoric	Not Eligible
26NY2778	WR4	Timber Mtn Pass West	Isolate (chert biface)	Prehistoric	Not Eligible
26NY2779	WR4	Timber Mtn Pass West	Isolate (1 flake)	Prehistoric	Not Eligible

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY2780	WR4	Timber Mtn Pass West Silver King	Isolate (1 flake)	Prehistoric	Not Eligible
26LN4596	WR4	Mtn SW	Old State Route 38	Historic	Not Eligible
26LN3831	GV1	Water Gap W	Isolate (point fragment)	Prehistoric	Not Eligible
26LN3830	GV2	Water Gap W	Isolate (tool)	Prehistoric	Not Eligible
26NY2563	GV3	Water Gap W	Isolate (Rose Spring point)	Prehistoric	Not Eligible
26NY8121	GV3	Wadsworth Ranch	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8122	GV3	Wadsworth Ranch	Isolate (Poss. Elko C-Notch)	Prehistoric	Not Eligible
26NY8123	GV3	Wadsworth Ranch	Isolate (blue-green bottle fragments)	Historic	Not Eligible
26NY8124	GV3	Wadsworth Ranch	Isolate (scraper)	Prehistoric	Not Eligible
26NY8125	GV3	Wadsworth Ranch	Isolate (utilized flake)	Prehistoric	Not Eligible
26NY8126	GV3	Wadsworth Ranch	Isolate (scraper)	Prehistoric	Not Eligible
26NY8127	GV3	Wadsworth Ranch	Isolate (scraper)	Prehistoric	Not Eligible
26NY8134	GV3	Wadsworth Ranch	Lithic Scatter (3 flakes)	Prehistoric	Not Eligible
26NY8135	GV3	Wadsworth Ranch	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8145	GV3	Wadsworth Ranch	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8147	GV3	Wadsworth Ranch	Isolate (biface)	Prehistoric	Not Eligible
26NY8154	GV3	Wadsworth Ranch	Isolate (point base)	Prehistoric	Not Eligible

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY8157	GV3	Wadsworth Ranch	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8160	GV3	Wadsworth Ranch	Isolate (purple glass condiment bottle)	Historic	Not Eligible
26LN2096	GV4	Worthington Peak	Isolate (bottle)	Historic (1880-1920)	Not Eligible
26LN3832	GV4	Water Gap W	Lithic Scatter	Prehistoric	Unevaluated
CRNV3513	GV4	Worthington Peak	Isolate (3 flakes)	Prehistoric	BLM Site, No record at HRC
26LN2091	GV4	Worthington Peak	Isolate (Obsidian Desert side notch point)	Prehistoric	Not Eligible
26LN2095	CS2	Worthington Peak	Isolate (broken bottle)	Historic	Not Eligible
CRNV3512	CS2	Worthington Peak	Isolate (1 flake)	Prehistoric	BLM Site, No record at HRC
26NY5820	CS2	Black Top	Isolate (1 flake)	Prehistoric	Unevaluated
26NY1292	SR2	Warm Springs SE	Lithic Scatter/Mining Prospect	Prehistoric/Historic	Unevaluated
26NY1303	SR2	Warm Springs 15'	Lithic Scatter	Prehistoric	Unevaluated-Collected
26NY4306	SR2	Warm Springs SE			Record Missing
26NY4307	SR2	Warm Springs SE			Record Missing
26NY4308	SR2	Warm Springs SE			Record Missing
26NY1292	SR3	Warm Springs SE	Lithic Scatter/Mining Prospect	Prehistoric/Historic	Unevaluated
26NY1303	SR3	Warm Springs 15'	Lithic Scatter	Prehistoric	Unevaluated-Collected
26NY4306	SR3	Warm Springs SE			Record Missing

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY4307	SR3	Warm Springs SE			Record Missing
26NY4308	SR3	Warm Springs SE			Record Missing
Reveille					
SR3		Cedar Pipeline Ranch	Historic	Unrecorded	
26NY1058	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY1139	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated-Collected
26NY1140	SR4	Twin Springs Slough	Isolate (1 flake)	Prehistoric	Unevaluated-Collected
26NY18	SR4	Twin Springs Slough	Lithic Scatter, sherds, stone tools, mano fragments	Prehistoric	Unevaluated
26NY19	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY20	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3530	SR4	Twin Springs Slough			Record Missing
26NY3531	SR4	Twin Springs Slough			Record Missing
26NY3532	SR4	Twin Springs Slough			Record Missing



Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY3533	SR4	Twin Springs Slough			Record Missing
26NY3534	SR4	Twin Springs Slough			Record Missing
26NY3535	SR4	Twin Springs Slough			Record Missing
26NY3536	SR4	Twin Springs Slough			Record Missing
26NY3537	SR4	Twin Springs Slough			Record Missing
26NY3538	SR4	Twin Springs Slough			Record Missing
26NY3539	SR4	Twin Springs Slough			Record Missing
26NY3540	SR4	Twin Springs Slough			Record Missing
26NY3541	SR4	Twin Springs Slough			Record Missing
26NY3542	SR4	Twin Springs Slough			Record Missing
26NY3543	SR4	Twin Springs Slough			Record Missing

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY3557	SR4	Twin Springs Slough	Isolate (projectile point midsection)	Prehistoric	Unevaluated
26NY3558	SR4	Twin Springs Slough	Isolate (biface and projectile point tip)	Prehistoric	Unevaluated
26NY3559	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3560	SR4	Twin Springs Slough	Isolate (1 flake)	Prehistoric	Unevaluated
26NY3561	SR4	Twin Springs Slough	Lithic Scatter (rose spring base, biface, flake)	Prehistoric	Unevaluated
26NY3562	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3563	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3564	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3565	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3566	SR4	Twin Springs Slough	Isolate (1 flake)	Prehistoric	Unevaluated
26NY3567	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY3568	SR4	Reveille 7.5	Isolate (1 flake)	Prehistoric	Unevaluated

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY3603	SR4	Twin Springs Slough	Working Ranch	Historic	Unevaluated
26NY4303	SR4	Twin Springs Slough			Record Missing
26NY4460	SR4	Twin Springs Slough	Isolate (1 flake)	Prehistoric	Unevaluated
26NY5021	SR4	Reveille SE			Record Missing
26NY5022	SR4	Reveille SE			Record Missing
26NY5023	SR4	Reveille SE			Record Missing
26NY5024	SR4	Reveille SE			Record Missing
26NY505	SR4	Twin Springs Slough	Rockshelter and lithics	Prehistoric	Unevaluated
26NY7454	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY7455	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY7456	SR4	Twin Springs Slough	Isolate (Rose Spring projectile point)	Prehistoric	Unevaluated-Collected
26NY7457	SR4	Twin Springs Slough	Lithic Scatter	Prehistoric	Unevaluated
26NY806	SR4	Reveille Peak	Willow Witch Well Petroglyphs	Prehistoric	Potentially Eligible
26NY1390	CS3	Water Gap W	Lithic Scatter	Prehistoric	Unevaluated
26NY1405	CS3	Reeds Ranch	Lithic Scatter	Prehistoric	Unevaluated

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY1569	CS3	Monitor Peak	Lithic Scatter	Prehistoric	No Determination (Humboldt base collected)
26NY1570	CS3	Monitor Peak	Lithic Scatter	Prehistoric	Unevaluated
26NY1571	CS3	Monitor Peak	Isolate (Eastgate Point?)	Prehistoric	Unevaluated (collected)
26NY1572	CS3	Monitor Peak	Isolate (2 flakes)	Prehistoric	Unevaluated
26NY1573	CS3	Reeds Ranch	Isolate (1 flake)	Prehistoric	Unevaluated
26NY1574	CS3	Reeds Ranch	Isolate (knife edge fragment)	Prehistoric	Unevaluated
26NY1575	CS3	Reeds Ranch	Isolate (1 flake)	Prehistoric	Unevaluated
26NY1576	CS3	Reeds Ranch	Isolate (1 flake)	Prehistoric	Unevaluated
26NY2109	CS3	Mud Lake N	Isolate (1 flake)	Prehistoric	Unevaluated (likely not eligible)
26NY2110	CS3	Mud Lake N	Lithic Scatter	Prehistoric	Unevaluated
26NY2128	CS3	Mud Lake N	Lithic Scatter (various points, graters, scrapers, crescents)	Prehistoric	Collected
26NY2129	CS3	Mud Lake N	Lithic Scatter	Prehistoric	Unevaluated
26NY2130	CS3	Mud Lake N	Lithic Scatter	Prehistoric	Unevaluated
26NY2152	CS3	Warm Springs Summit	Isolates (4 flakes)	Prehistoric	Unevaluated
26NY2154	CS3	Warm Springs Summit	Isolate (2 flakes)	Prehistoric	Not Eligible
26NY2155	CS3	Warm Springs Summit	Lithic Scatter	Prehistoric	Tested

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY2156	CS3	Warm Springs Summit	Lithic Scatter	Prehistoric	Unevaluated
26NY2157	CS3	Warm Springs Summit	Lithic Scatter	Prehistoric	Unevaluated
26NY2158	CS3	Warm Springs Summit	Lithic Scatter	Prehistoric	Not Eligible
26NY2844	CS3	Reeds Ranch	Lithic Scatter	Prehistoric	Unevaluated
26NY285	CS3	Mud Lake N			Record Missing
26NY3586	CS3	Reeds Ranch			Record Missing
26NY407	CS3	Monitor Peak	Lithic Scatter	Prehistoric	Collected
26NY408	CS3	Reeds Ranch	Lithic Scatter	Prehistoric (ca 600 AD)	Collected
26NY4227	CS3	Reeds Ranch	Lithic Scatter	Prehistoric	Unevaluated
26NY4250	CS3	Reeds Ranch	Isolate (Biface and flake)	Prehistoric	Collected
26NY4251	CS3	Reeds Ranch	Isolate (1 flake)	Prehistoric	Collected
26NY4312	CS3	Warm Springs Summit			Record Missing
26NY4313	CS3	Stinking Spring NW			Record Missing
26NY5095	CS3	Reeds Ranch			Record Missing
26NY637	CS3	Warm Springs Summit	Lithic Scatter	Prehistoric	Unevaluated

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY653B	CS3	Monitor Peak Warm Springs Summit Warm Springs Summit Warm Springs Summit Warm Springs Summit Warm Springs Summit Reeds Ranch Warm Springs Summit	Isolate (1 flake)	Prehistoric	Not Eligible
26NY7831	CS3		Lithic Scatter and Hearth	Prehistoric/Historic?	Not Eligible
26NY7837	CS3		Mining Claim Marker	Historic	Not Eligible
26NY7838	CS3		Isolate (1 flake)	Prehistoric	Not Eligible
26NY7839	CS3		Dump	Historic	Not Eligible
26NY7840	CS3		Lithic Scatter	Prehistoric	Not Eligible
26NY9742	CS3		Isolate (1 flake)	Prehistoric	Unevaluated
Clifford Mine	CS3		Clifford Mine (unrecorded)	Historic	
26NY857	GF1	East Goldfield	Lida/Goldfield Camp of Steward	Pre/Hist/Ethno	Eligible
26NY960	GF1	East Goldfield	Cole Springs	Pre/Hist/Ethno	Not Eligible ? (Steward 1938:69)
26NY961	GF1	East Goldfield	Willow Springs	Pre/Hist/Ethno	Eligible
26NY8880	GF1		Tognoui Spring, lithic scatter, habitation, trash scatter	Prehistoric/Historic	Eligible (named after Joseph Toghoui)
26ES10	GF4	Goldfield	Rabbit Spring, rockshelter and lithic scatter	Prehistoric/Ethnographic	Unevaluated

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26ES1146	GF4	Goldfield	Road and Debris Scatter	Historic 1909-1922	Not Significant
26ES1157	GF4	Goldfield	Lithic Scatter / Historic Trash	Prehistoric/Historic	Not Eligible
26ES1158	GF4	Goldfield	Small Mine and debris scatter	Historic	Not Eligible
26ES1159	GF4	Goldfield	Lithic Scatter/ Dump and debris scatter	Prehistoric/Historic	Not Eligible
26ES1160	GF4	Goldfield	Dump and Debris scatter	Historic	Not Eligible
26ES1161	GF4	Goldfield	Opportunistic Quarry	Prehistoric	Not Eligible
26ES342	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated
26ES343	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES344	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES345	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES346	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES358	GF4	Goldfield	Stone Source and flakes	Prehistoric	Unevaluated
26ES359	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES360	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES361	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES362	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible (1993) (collected in 1979)
26ES363	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES364	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible (1993) (collected in 1979)
26ES365	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible (1993) (collected in 1979)

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26ES366	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible (1993) (collected in 1979)
26ES367	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible (1993) (collected in 1979)
26ES371	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES372	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES373	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES374	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES375	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Unevaluated (collected)
26ES376	GF4	McMahon Ridge	Chipping Station (2 flakes)	Prehistoric	Collected
26ES377	GF4	McMahon Ridge	Chipping Station (4 flakes)	Prehistoric	Collected
26ES378	GF4	McMahon Ridge	Chipping Station (2 flakes)	Prehistoric	Collected
26ES379	GF4	McMahon Ridge	Chipping Station (1 core, 3 shatter, 2 flakes)	Prehistoric	Collected
26ES499	GF4	Goldfield	Tonopah & Goldfield RR bed	Historic	Unevaluated
26ES499	GF4	McMahon Ridge	Historic RR Bed-Dismantled and debris	Historic	No Determination
26ES500	GF4	McMahon Ridge	Isolate (1 flake)	Prehistoric	Not Eligible
26ES501	GF4	McMahon Ridge	Mining Debris	Historic	Unevaluated
26ES502	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible
26ES503	GF4	McMahon Ridge	Lithic Scatter/Historic Dump	Prehistoric/Historic	Not Eligible
26ES504	GF4	Goldfield	Lithic Scatter	Prehistoric	Not Eligible



Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26ES505	GF4	Goldfield	Lithic Scatter	Prehistoric	Not Eligible
26ES506	GF4	Goldfield	Stone Cabin, corral, T&G RR grade	Historic	Potentially Eligible
26ES507	GF4	Goldfield			Record Missing
26ES508	GF4	Goldfield	Rock art, mill, dugouts	Prehistoric/Historic	Eligible (Mary Queen or Gardner Mill)
26ES599	GF4	Goldfield	Isolate (1 flake) mine features	Prehistoric/Historic	Unevaluated
26ES600	GF4	Goldfield	Lithic Scatter / Historic Trash	Prehistoric/Historic	Unevaluated
26ES602	GF4	Goldfield	Lithic Scatter	Prehistoric	Unevaluated
26ES726	GF4	Goldfield	Goldfield Dump and Cemetery	Historic	Eligible
26ES793	GF4	McMahon Ridge	Silver Peak Road Quarry site	Prehistoric	Not Eligible
26ES902	GF4	Goldfield	Mining Prospect	Historic	Not Eligible
26ES952	GF4	Goldfield	Historic Goldfield (5 features, paved road, foundations, RR bed, debris)	Historic-1905 to Present	Significant
26ES952	GF4	Goldfield	Foundations, RR Bed, features, debris (22nd Infantry Division Camp during Goldfield Miner's Strike of 1907-1908)	Historic	Eligible
26ES959	GF4	McMahon Ridge	Lithic Scatter	Prehistoric	Not Eligible
26ES989	GF4	Goldfield	Lithic Scatter/Opportunistic Quarry	Prehistoric	Not Eligible
Goldfield NHD	GF4	Goldfield	National Historic District of the Town of Goldfield	Historic	Listed

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY8880	GF5	Goldfield	Tognoui Spring, lithic scatter, habitation, trash scatter	Prehistoric/Historic	Eligible (named after Joseph Toghoui)
26NY10964	BC2	Scottys Junction SW	Lithic Scatter/Mining Prospects and debris	Prehistoric/Historic	Eligible/Not Eligible
26NY108	BC3	Stonewall Pass	Rockshelter and Rock Rings	Prehistoric	Unevaluated
26NY11064	BC3	Scottys Junction	Obsidian Source	Prehistoric	Unevaluated
26NY11065	BC3	Scottys Junction	Obsidian Source	Prehistoric	Unevaluated
26NY11066	BC3	Scottys Junction	Obsidian Source and flakes	Prehistoric	Unevaluated
26NY10992	CS5	Springdale	Debris Scatter	Historic (1935-1959)	Unevaluated
26NY10994	CS5	Springdale NE	Lithic Scatter	Prehistoric	Unevaluated
26NY11063	CS5	Springdale NW	Obsidian Source and flakes	Prehistoric	Unevaluated
26NY11257	CS5	Springdale NW	Tent Camp related to Tolicha Mining District	Historic (1905-1945)	Not Eligible
26NY11572	CS5	Springdale NW	Obsidian Source and flakes	Prehistoric	Unevaluated
26NY11761	CS5	Springdale NW	Lithic Scatter	Prehistoric	Unevaluated
26NY11762	CS5	Springdale NW	Lithic Scatter	Prehistoric	Unevaluated
26NY11763	CS5	Springdale NW	Lithic Scatter	Prehistoric	Unevaluated
26NY1657	CS5	Springdale	Isolate (scraper)	Prehistoric	Not Eligible
26NY1658	CS5	Springdale	Isolates (2 flakes)	Prehistoric	Not Eligible

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY1659	CS5	Springdale NE	Lithic Scatter	Prehistoric	Not Eligible
26NY1660	CS5	Springdale NE	Lithic Scatter	Prehistoric	Not Eligible
26NY1661	CS5	Springdale NE	Lithic Scatter	Prehistoric	Not Eligible
26NY1662	CS5	Springdale NE	Lithic Scatter	Prehistoric	Not Eligible
26NY1663	CS5	Springdale NE	Lithic Scatter	Prehistoric	Not Eligible
26NY1664	CS5	Springdale NE	Isolate (1 flake)	Prehistoric	Not Eligible
26NY1665	CS5	Springdale NW	Lithic Scatter/Obsidian Source	Prehistoric	Unevaluated
26NY1666	CS5	Springdale NW	Isolate (point)	Prehistoric	Not Eligible (collected)
26NY1667	CS5	Springdale NW	Lithic Scatter/Quarry	Prehistoric	Unevaluated
26NY1668	CS5	Springdale NW	Obsidian Float Quarry	Prehistoric	Not Eligible
26NY1669	CS5	Springdale NW	Lithic Scatter	Prehistoric	No Determination
26NY1670	CS5	Springdale NW	Lithic Scatter	Prehistoric	No Determination
26NY1671	CS5	Springdale NW	Lithic Scatter	Prehistoric	No Determination
26NY2791	CS5	Springdale NW	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2792	CS5	Springdale NW	Isolate (obsidian core)	Prehistoric	Not Eligible
26NY3969	CS5	Springdale NW	Lithic Scatter	Prehistoric	Not Eligible
26NY3970	CS5	Springdale NW	Lithic Scatter	Prehistoric	Not Eligible

Site Number	Segment	USGS Quad Map	Site Type	Site Age	National Register Status
26NY3971	CS5	Springdale NW	Isolate (Metate)	Prehistoric	Not Eligible
26NY3972	CS5	Springdale NW	Lithic Scatter	Prehistoric	Eligible
26NY3973	CS5	Springdale NE	Isolates (2 flakes)	Prehistoric	Not Eligible
26NY10993	OV1	Springdale	Debris Scatter	Historic	Unevaluated
26NY1581	OV1	Springdale	T&G RR, B&G RR, T&T RR	Historic	Eligible and Not Eligible Segments
26NY7996	OV1	Thirsty Canyon SW	Lithic Scatter/Campsite	Prehistoric	Eligible
26NY9042	OV1	Thirsty Canyon SW	Coffer Site	Pre/Hist/Ethno	No Determination
26NY11022	CS6	Beatty Mountain East	Lithic Scatter	Prehistoric	Not Eligible
26NY7957	CS6	Beatty Mountain	Beatty Wash Petroglyphs	Prehistoric	Eligible
26NY11822	CS7	Crater Flat	Lithic Scatter	Prehistoric	Not Eligible
26NY1991	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY2960	CS7	Busted Butte	Temporary Camp	Prehistoric	Eligible (tested)
26NY3028	CS7	Busted Butte	Lithic Scatter	Prehistoric	Eligible
26NY3033	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26NY3042	CS7	Busted Butte	Temporary Camp	Prehistoric	Potentially Eligible
26NY3043	CS7	Busted Butte	Lithic Scatter	Prehistoric	No Determination (Collected/tested)
26NY3044	CS7	Busted Butte	Milling Station	Unknown	No Determination

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26NY3045	CS7	Busted Butte	Lithic Scatter	Prehistoric	No Determination (collected)
26NY3046	CS7	Busted Butte	Isolate (2 flakes)	Prehistoric	Not Eligible (collected)
26NY3047	CS7	Busted Butte	Lithic Scatter	Prehistoric	No Determination
26NY3048	CS7	Busted Butte	Isolate (flake and Rose Spring Pt)	Prehistoric	Not Eligible (collected)
26NY3050	CS7	Busted Butte	Lithic Scatter and Historic Dump	Prehistoric/Historic	No Determination/ Potentially Not Eligible
26NY3051	CS7	Busted Butte	Rock Ring	Prehistoric	No Determination (Elko pt collected)
26NY3053	CS7	Busted Butte	Lithic Scatter	Prehistoric	No Determination (collected)
26NY3059	CS7	Busted Butte	2 Tinajas w/rock caps and semicircular rock alignments	Prehistoric	Eligible
26NY3061	CS7	Busted Butte	Isolate (2 flakes)	Prehistoric	Not Eligible (collected)
26NY3062	CS7	Busted Butte	Lithic Scatter/Hearth	Prehistoric	Eligible (collected)
26NY3066	CS7	Busted Butte	Lithic Scatter	Prehistoric	Eligible (collected)
26NY3081	CS7	Busted Butte	Quarry	Prehistoric	No Determination (collected)
26NY3082	CS7	Busted Butte	Quarry	Prehistoric	Eligible
26NY3083	CS7	Busted Butte	Rock Ring	Prehistoric (?)	No Determination
26NY3084	CS7	Busted Butte	Isolate (groundstone)	Prehistoric	No Determination
26NY3085	CS7	Busted Butte	Isolate (Biface)	Prehistoric	Not Eligible (collected)

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26NY3087	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26NY3088	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26NY3127	CS7	Busted Butte	Temp. Camp/RS Mill Station	Prehistoric	No Determination
26NY3365	CS7	Busted Butte	Isolate	Prehistoric	Not Eligible (collected)
26NY3366	CS7	Busted Butte	Locality	Prehistoric	No Determination
26NY3383	CS7	Busted Butte	Locality/cache	Prehistoric	No Determination (collected)
26NY4143	CS7	Beatty Mountain East	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26NY4143	CS7	Busted Butte	Lithic Scatter/Historic trash	Prehistoric/Historic	No Determination (collected)
26NY4145	CS7	Beatty Mountain East	Isolate (glass)	Historic	Not Eligible (collected)
26NY4146	CS7	Beatty Mountain East	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26NY4147	CS7	Crater Flat	Isolate	Prehistoric	Not Eligible
26NY4149	CS7	Crater Flat	Isolate	Prehistoric	Not Eligible
26NY4536	CS7	Topohah Springs SW (Now Busted Butte)	Isolated Feature (Hearth with cached GS)	Prehistoric	No Determination
26NY4754	CS7	Busted Butte	Isolate	Prehistoric	Not Eligible (collected)

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26NY4755	CS7	Busted Butte	Locality or LS knapping	Prehistoric	Likely Not Eligible (collected)
26NY4756	CS7	Busted Butte	Isolate (aqua bottle)	Historic	Not Eligible (collected)
26NY4757	CS7	Busted Butte	Locality	Prehistoric	Likely Not Eligible (collected but lost)
26NY4775	CS7	Busted Butte	Milling Station	Prehistoric	Likely Not Eligible (collected)
26NY5719	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible (collected)
26NY5720	CS7	Busted Butte	Locality (isolated Great Basin Stemmed Point)	Prehistoric	Not Eligible (collected)
26NY5810	CS7	Busted Butte	Locality (isolated cobble and flakes)	Prehistoric	Not Eligible (collected)
26NY5841	CS7	Busted Butte	4 Rockshelters, temp camp with packrat nests	Prehistoric/ Paleontological	Eligible
26NY5842	CS7	Busted Butte	8 Rockshelters, temp camp with packrat nests	Prehistoric/ Paleontological	Potentially Eligible
26NY5843	CS7	Busted Butte	2 Quarries	Prehistoric	Not Eligible
26NY5877	CS7	Busted Butte	Isolate	Prehistoric	Not Eligible (collected)
26NY6008	CS7	Beatty Mountain East	Isolate (scraper)	Prehistoric	Not Eligible
26NY6009	CS7	Crater Flat	Isolate (core)	Prehistoric	Not Eligible
26NY7623	CS7	Beatty Mountain East	Lithic Scatter	Prehistoric	No Determination
26NY7826	CS7	Busted Butte	Isolate	Prehistoric	Not Eligible
26NY7828	CS7	Busted Butte	Isolate (2 flakes)	Prehistoric	Not Eligible

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26NY7923	CS7	Busted Butte	Multiple Artifacts (3)	Prehistoric	Not Eligible
26NY7924	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY7925	CS7	Busted Butte	Isolate (chert tool)	Prehistoric	Not Eligible
26NY7926	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY7930	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY7931	CS7	Busted Butte	Isolates (2 flakes)	Prehistoric	Not Eligible
26NY7932	CS7	Busted Butte	3 Rockshelters and packrat midden	Prehistoric	Not Eligible
26NY7933	CS7	Busted Butte	Rockshelter	Prehistoric	Not Eligible
26NY7934	CS7	Busted Butte	Isolate (Core tool)	Prehistoric	Not Eligible
26NY7935	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY7936	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY7937	CS7	Busted Butte	Isolate (Elko Earred Pt)	Prehistoric	Not Eligible
26NY8226	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8287	CS7	Busted Butte	Rock Features (cairn/tinaja)	Prehistoric	Eligible
26NY8288	CS7	Busted Butte	Rock art	Prehistoric	Eligible
26NY8651	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible



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26NY8652	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8653	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8655	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8656	CS7	Busted Butte	Isolate (core)	Prehistoric	Not Eligible
26NY8657	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8658	CS7	Busted Butte	Temp Camp, GS, Tinaja	Prehistoric	Eligible
26NY8667	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8668	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8669	CS7	Busted Butte	Tinaja	Prehistoric	Not Eligible
26NY8670	CS7	Busted Butte	Temp Camp, 6 metates, flakes	Prehistoric	Eligible
26NY8671	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8672	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8673	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8678	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8701	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8702	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8705	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible

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26NY8707	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8708	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8709	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8710	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8744	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8745	CS7	Amargosa Valley	Lithic Scatter/ Glass Scatter	Prehistoric/Historic	Not Eligible
26NY8746	CS7	Busted Butte	Lithic Scatter 2 m. from Stage Coach Rd	Prehistoric	Not Eligible
26NY8747	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8756	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8757	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8758	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8759	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8760	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8761	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8764	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8795	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible

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26NY8796	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8826	CS7	Busted Butte	Rock Alignment	Prehistoric	Eligible
26NY8827	CS7	Busted Butte	Isolate (1 flake)	Prehistoric	Not Eligible
26NY8830	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY8923	CS7	Busted Butte	Lithic Scatter	Prehistoric	Not Eligible
26NY9838	CS7	Busted Butte	Milling Station	Prehistoric	Not Eligible

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